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THIS MONTH'S THEME: 12 DAYS OF CHRISTMAS

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EDITORIAL

And so it has finally happened. The suits and the money and the politicians have won. And we have lost Shakespeare County Raceway.

For years, this has been a threat as local government was given ever increasing goals for building new houses and Stratford Council turned its eyes towards the large and tempting site of the old Long Marston airfield. Planning applications were batted back and forward; local protest groups campaigned against the schemes to develop the airfield and, earlier this year, Stratford District Council decided in favour of an alternative site for housing.

It looked like Shakespeare County Raceway was safe. And so it was. For a few months. Then central government advised the local authority that it needed to build 14,480 new homes rather than the figure of 11,300 then on the table. And quietly Long Marston was slipped back into the key planning document. And, without anyone really noticing, CALA Homes revised an existing plan and applied for permission to build 400 homes on the airfield. Then, equally as quietly, on 26th November – a couple of months before anyone had expected a decision – a special Cross Boundary Planning committee granted planning permission for CALA Homes' scheme.

400 houses is, of course, a long way from the 3500 dwellings that CALA Homes originally proposed (along with shops, three schools, an office park and a library). But, as they say, it's a start. And the end for Shakespeare County Raceway. It's also a huge blow to drag racing in this country because, even if someone was prepared to make the huge investment involved in building a top quality drag strip, where would you find a site in this country where people wouldn't complain about the noise, traffic and imagined fumes?

It will also affect the local community, many of whom protested against a Long Marston development and were ignored by those they had elected. Long Marston is also home to a gliding club, a clay pigeon shooting club, a radio controlled airplane club and a busy market and car boot sale. It is a valued and bustling element of the local community, established over years, something that counts for naught where money is concerned.

But it's not quite over yet. While we will lose Shakespeare County Raceway, we still have next year. And it must be emphasised that events like the Hot Rod Drags, Nostalgia Nationals and, most importantly of all to most of you, the Bulldog Bash, WILL go ahead in 2016. Please support them. The Bulldog, in particular, is a unique event that changed people's perceptions of what a bike event was and it will be celebrating its 30th anniversary in 2016. It may possibly be the last at Shakey, but make it a birthday to remember. Long Marston... Avon Park... Shakespeare County Raceway... always in our hearts.

BLUE



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It's all Happening in Buckinghamshire.



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THE PERFECT CHRISTMAS GIFT?

Well, perhaps for us ladies.

The Arch Motorcycle & Ride Experience is offering a two-day motorcycle ride along the California coast with actor Keanu Reeves and Gard Hollinger, founders of the Arch Motorcycle Co. It will cost you \$150,000 (around £100,000) but you get to take home the limited edition KRGT-1 you'll be riding. There's no mention whether you can keep Keanu, too... [Blue]

EAU DE CAB DRIVER

If you've ever shared a cab with a less than fragrant driver, then you will be jealous of a new app just released in Indonesia.

A new ride-hailing app launched by UberJEK, a smartphone-based motorcycle taxi booking service, has promised to only hire drivers who pass a 'body odour' test when it begins recruiting drivers next year.

Motorcycle taxis, or 'ojeks', are popular in the crowded city of Jakarta where it's about the only way to get around town without sitting in constant traffic jams. However, Jakarta is also a very hot and humid place and cabbies are sometimes not quite as pleasant smelling as they might be. UberJEK founder Aris Wahyudi says that he decided to include the test in the recruitment process after hearing many complaints from motorcycle taxi customers. [Blue]



VICTORY TURNS IGNITION ON

You might think that, with all the publicity given to Indian, its more glamorous sibling, and the basically cosmetic changes to the 2016 model range, that things had been rather quiet at Victory

But it's just been announced by Consumer Reports, an annual report respected throughout the motor industry as an arbiter of customer opinion, that Victory has the highest custom satisfaction scores among motorcycle buyers in the USA, trouncing the MoCo. However, back home in Spirit Lake, Iowa, Victory's Research and Design department has been working on something rather more exciting, a production version of the engine which powered the Roland Sands-built 'Project 156' up Pikes Peak earlier this year.

This motor has been designed to deliver the strongest power and performance in its class and was shown off in a concept motorcycle built by European builder Urs Erbacher at the recent EICMA show in Italy, where it was also announced that the engine will power a new and upcoming 1200cc motorcycle. Erbacher (seen here with his

build) is well-known through European in both custom and drag-racing circles and his bike, the 'Victory Ignition Concept', was custom built around the first pre-production engine off of the line in Osceola Wisconsin. The build features cast aluminum chassis, performance suspension and brakes with a Project 156-inspired paint scheme.

"I'm proud not only of this build, but what it represents for the future of the Victory Motorcycles brand," the Swiss builder told us. "Being given full rein to wrap the new engine in an interesting bike is a real highlight in my career and, from what I can see, any production bike using this powertrain will be a fantastic ride."

The liquid-cooled – yes, liquid-cooled – four-valve engine has a 60-degree vee angle, utilising double overhead cams with the promise of plenty of power. Additional details have yet to be revealed.



CURIOSITY DRESSED THE CAT

Curiosity Moto is a new Hertfordshire-based company headed up by Mark Phillips, a man with a real beard, not one of these suspiciously fast-growing and sculpturally primed varieties currently adorned so many chins (although I do know he hasn't had it that long, so perhaps it is a knitted one...).

While winning plaudits for his retro-styled builds, Mark has found that his fledgling range of clothing, consisting of t-shirts and vintage overalls are proving remarkably popular, even if most people won't look nearly as good in them as Katy the lovely young lady seen modelling a pair in our picture. At £65, and each named and coloured after a famous race track, the overalls are reasonably priced. Catch up with Curiosity Moto at a show or visit www.curiositymoto.com or ring 07831 654321.



online

www.neverquiteatlost.com: What our Blue does as well.

www.forwardlook.net/features/billanded: The real story of the 'Christine' Plymouth Fury.



HONDA WINGING IT

The Tokyo Motor Show usually throws up some quirky vehicles, and none more so this year than Honda's Neowing trike

Not only does the Neowing have a two-one configuration, it also boasts a hybrid gas/electric powertrain. The press release says: "NEOWING is an unprecedented three-wheeled vehicle that offers the cornering feel and sporty ride equivalent to a large-sized motorcycle while realizing excellent stability in low-speed ranges. This vehicle is equipped with a hybrid system that combines a horizontally-opposed 4-cylinder engine and electric motors to generate plentiful torque for powerful acceleration. With the adoption of an original Honda linkage mechanism on its front wheel, this concept model proposes new values with advanced styling that emphasizes the mechanical fascination of a two-wheeled motorcycle model."

So, nope, none the wiser there. We don't even know whether it will be traditionally planted to the road, like the Can-Am Spyder which, of course, has the same dual front wheel design, or if those wheels will lean in the manner of a Piaggio MP3. It could be that the press release's reference to an 'original linkage mechanism' on the front wheels indicates the latter; however, it should also be noted that Yamaha's Tricity commuter three wheeled scooter, the front wheels of which lean, is currently the subject of a patent infringement law suit filed by, yes, Piaggio.

The main question is, will we see it on the road? Well, given the success with which the Can-Am Spyder has been received in the USA, we wouldn't bet against it. [Blue]



CUTTING BMW DOWN TO SIZE

Should your partner be lusting after a BMW R nine T, then do the decent thing and buy them one for Christmas. Think of the Brownie points that will bring you!

Obviously, very few of us will be able to buy the real, full-sized Beemer, but this 1/10th scale model is surely the next best thing.

Approved by BMW, this incredibly detailed model measures approximately 8 by 6 inches and has fully operational steering, front and rear suspension and side stand. The tread pattern on the

tyres is accurate to the original and even the clocks are legible. The BMW R nineT model comes packed in a smart BMW-branded carton, making it the perfect present. If you're married to someone really, really short, you could even pass it off as the real thing. Available from www.nippynormans.com for £75. [Blue]

Raging Buell

And so the Buell saga continues. Just when it looked as if Erik Buell Racing, which went into bankruptcy in April, had been thrown a lifeline, another obstacle has arisen.

In August, Bruce Belfer of New Jersey agreed to pay \$2.25 million for the manufacturing assets of Buell, while Indian company Hero MotoCorp, with whom Erik Buell had been working, paid \$2.8 million for the firm's consulting business. However, now everyone is going back to court for a second auction of the manufacturing assets after, Belfer says, problems with the first settlement kept him from securing financing to capitalise the business and close the deal. The difficulty was, he says, that "our right to close ended September 30. Hero's right to claim against inventory ended October 6th. No financing could be secured with an uncertain balance sheet."

Bruce Belfer is still keen to acquire Erik Buell Racing but that will depend on whether he is the successful bidder at the auction (and, of course, can come up with the money this time). It's unsure as to whether whoever wins the second auction will also gain the main man himself. Erik Buell has stated; "If it's headed in a direction I like, which is probably likely, then I would stay on. There's definitely interest in the bikes. People still want them, but there is a lot of nervousness because they don't know whether the company is going to be there."

However, the lapse of time may also mean that there are now other parties out there interested in acquiring EBR. Perhaps unsurprisingly, the name of Polaris Industries, owner of both Victory and Indian, has been raised. Erik Buell is positive that the company will be restarted although we have to wait and see under whose ownership that will be and whether the confidence of EBR dealers, many of whom were shocked by the sudden closure of the company, can be regained. It appears this story is far from over. [Blue]

GREAT BRITISH CAKE OFF

Good grief, we have died and gone to heaven! Cake and motorcycles are two of our favourite things - and a motorcycle cake? Joy. Sheer joy.

To mark 30 years in the insurance industry, Carole Nash recently unveiled a lifelike replica of a 1927 AJS. Why an AJS - other than the fact Mrs Nash likes her classics? Because this bike is one of the first to be insured by the company back in 1985. And yes, it's still covered through Carole Nash.

The cake, which was made by Tewkesbury food artist Prudence Staite and her team, took a month to design and 375 hours to create. If you're thinking of baking one yourself, you should know that it involves 15lbs of castor sugar, 15lbs of butter, 15lbs of self-raising flour, 5lbs of liquid glucose and a massive 132lbs of chocolate!

We got quite excited when we were told about the cake, and we thought we might get at least a couple of slices of saddle or maybe a nibble of exhaust. But the cake, which was unveiled at the the Altrincham based firm's 30th birthday party at Manchester's Imperial War Museum, was scoffed by the company's 300 employees. We hope they feel suitably sick. [Blue]



TWISTED TURNOUT

With a thriving Facebook community and an influential event in The Happening (see page 20), the good folk behind Twisted Iron have now set up a monthly meet

The idea came about after they discovered young business called 'This is YOUR Garage' run by Dave Ridgway and Richard Cook. The guys have a facility in Culham, Oxfordshire, consisting of a workshop with seven bays, all equipped with a comprehensive tool kit, 4-post, 2-post or scissor lift, work bench and seating area. Members of the public can rent out a bay by the hour at a reasonable rate to work on their car or bike and the kit available is of a very high standard. In addition to the workshop, you can just turn up to see what everyone is doing and upstairs there is a café, which serves drinks and hot food, while there's even a pool table.

The first meet was in November and it was very well attended. Twisted Iron head honchos, Russell and Bev Cort, took along

an ongoing CBR600F project which is in the process of being turned into a café racer and that made a great talking point.

The day was so successful that it will now be held regularly on the third Sunday of every month from 10am and hopefully winding up around 2-3pm. So, if you want a Sunday meet with a difference and some very nice custom builds, get yourself along in December on Sunday 18th, just tell the family you're doing some late festive shopping... There might even be some mince pies and Christmas cake! [BC]

THE TWISTED TURNOUT

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CAFÉ AU LAIT >>> CAFÉ RACER KIT

Custom Chrome Europe is now stocking this Café Aut Lait Café Racer Conversion kit made by Blechfee. It features a raw steel tail piece with a fibre glass seat base, while small items or, say, electrics can be housed in the hollow tail unit. It's a reasonably easy conversion for Harley Sportster and Dyna models, although fitment will require cutting the fender struts. For more details, visit www.custom-chrome-europe.com or speak to your nearest Custom Chrome stockist.



« VMAX CALENDAR

With 2016 just days away, it's time to rush out and buy a calendar before you end up having to use the one of scenes drawn by local children that you got free from your neighbourhood kebab house. A more aesthetically-pleasing choice is Circus VMaximus's calendar which features a variety of 'Maxes (Maxii, perhaps?) from around the world. Printed on high quality glossy paper, the calendar measures 11.7" x 16.5" and is available exclusively online at www.circus-vmaximus.com.



« VICTORY BEANIE

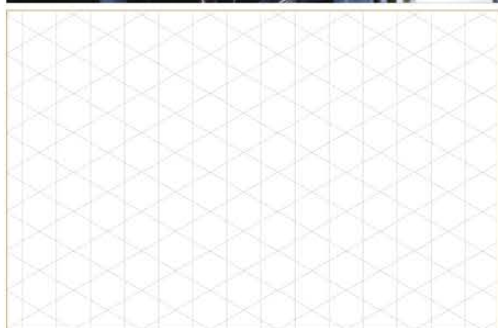
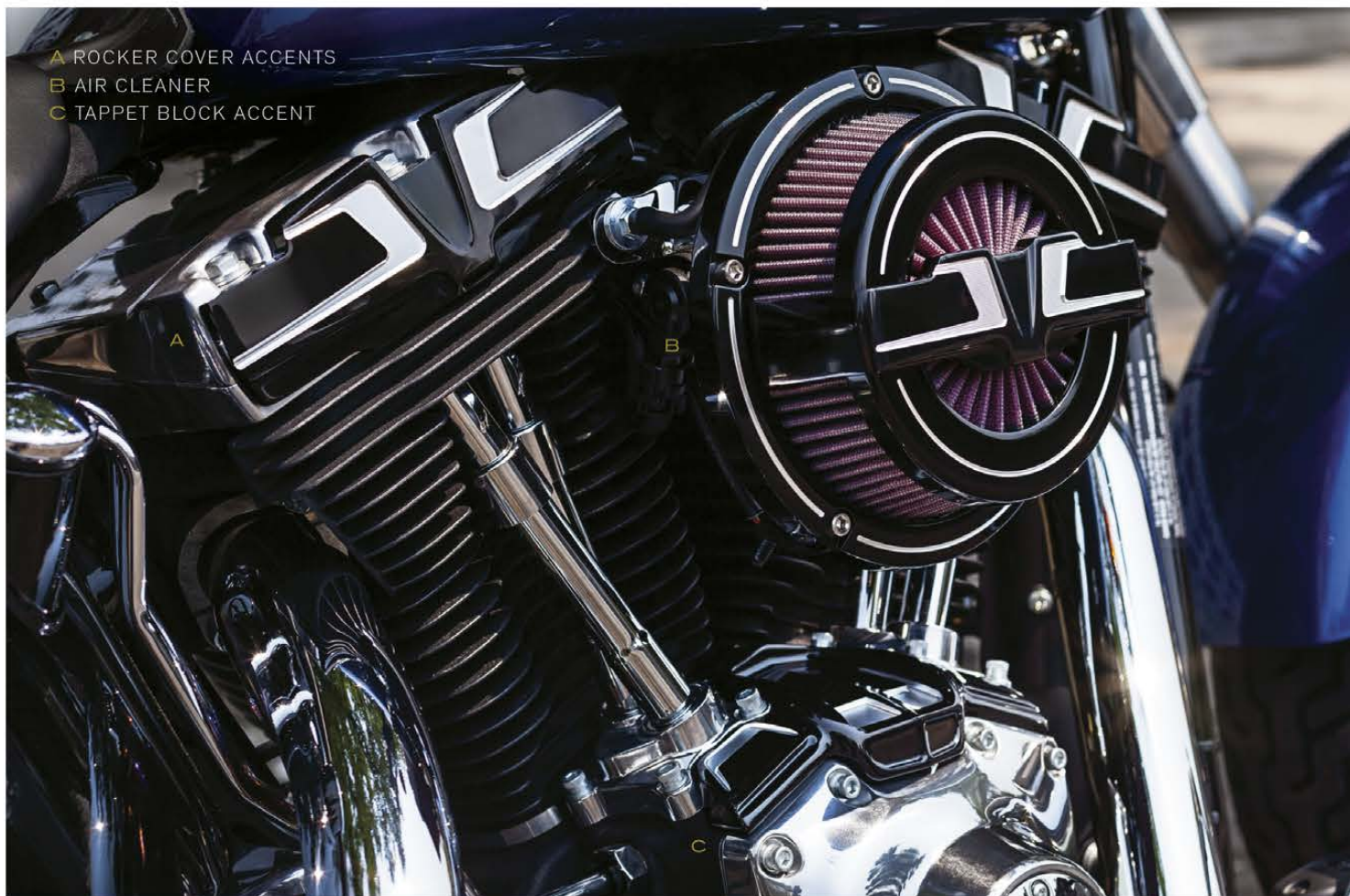
Just the thing for keeping your ears warm – a genuine licenced product beanie hat from Victory, emblazoned with a skull graphic. It has an acrylic outer and is fleece lined on the inside for keeping your ears snugly and warm. If you prefer a baseball cap, Victory also has one in its apparel line with a large skull motif and flames. Not real ones, they'd make your ears far too warm. Available from Victory dealers.



« INDIAN IPHONE 6 CASES

Banking on the fact that most of their customers will also opt for an Apple mobile telephone, Indian Motorcycle now offers a replacement iPhone 6 case in a choice of three different designs. You can select from a case with an Indian headdress, one with a Scout logo (pictured here) or one featuring the Indian patch. For details, and other Indian goodies, contact your local Indian Motorcycle dealer.

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TUFF BURNER

All the best stories begin with ‘It was a dark and stormy night’. Those of a literary mind will know that this is because of Edward Bulwer-Lytton’s 1830 novel, ‘Paul Clifford’, which has been subsequently much derided for its florid prose. But it is, of course, the first words that Snoopy, the finest dog in the world, would thump out on his typewriter when in novelist mode

WORDS: BLUE & ANDY TOZER PHOTOS: BLUE



I like to think that Andy Tozer donned a cartoon beagle suit when he sat down to tell me the story of his build, although that may just be wishful thinking. Many of you will know Andy from his role as the UK representative for Custom Chrome Europe and his enthusiastic and knowledgeable presence at many events; what fewer of you may realise is that, in addition to providing people with

whatever they desire from the CCE catalogue, he actually builds bikes himself. Sometimes, as he explains here, he doesn't quite mean to...

“It was a dark and wet November night when I decided to sort out a few issues with my Harley Softail. I should say that this was a perfectly sound and reliable Softail and it only needed the smallest bit of attention. I cleared a space in the garage and

commenced to pull the bike apart – so I could tidy up the frame paint – intending to then turn my attention to fixing a few niggles. I was enjoying myself so much that I stayed in the garage until the wee small hours and only stopped when I'd run out of beer.

“The next morning I got up, threw open the garage doors and ground to a slightly horrified halt. “Oh my gawd – what have I done?” was the first thing that ☐

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SPECIFICATION SHEET

ENGINE:

2000 Harley-Davidson Twin Cam, Screamin Eagle big bore barrels, Screamin Eagle cams, S&S Super E carburettor, S&S Stealth air cleaner, stock H-D crank, BDL clutch, BDL 2" open primary belt, stock H-D gearbox casing with RevTech 6-speed conversion, Vulcan Engineering conversion to electronic ignition in the cam chest, one-off 2-into-1 exhaust system by owner with SuperTrapp short race silencer.

FRAME:

Stock FXE twin down tube modified by Destiny Cycles.

FRONT END:

19" RevTech Dominator 6 wheel, Avon Distanzia 110/80/19 tyre, Ferodo disc, RevTech 4 piston caliper, Beringer Aerotech master cylinders, standard H-D FXST forks with Progression Suspension internals, Mid Glide Specials yokes by Rocket Bobs, 8" Zombi handlebars by Rocket Bobs, Kustom Tech grips, Motogadget speedo mated to Joker Machine top clamp.

REAR END:

17" RevTech Dominator wheel, Avon Distanzia 150/70/17" tyre, Ferodo disc, RevTech 4-piston caliper with modified bracket, GMA master cylinder, stock 1976 H-D FXE swinging arm, Progressive Suspension shock absorbers, Custom Chrome sprockets, O-ring chain, mudguard modified by owner with recessed panel for electronics, LED combination tail/brake/turn lights by Custom Chrome, secondary LED strip light.

MISCELLANEOUS:

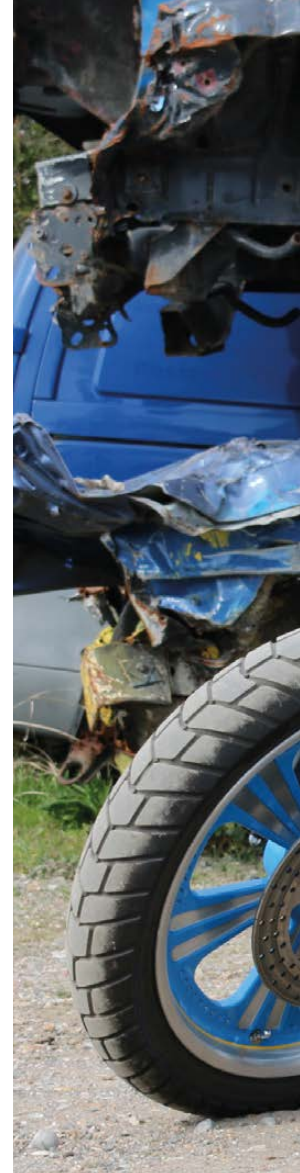
H-D Ironhead Sportster tank modified by owner, seat base by owner and covered by Mark at Dragon Seating, Goodridge brake lines, GMA forward controls, SCS oval oil tank modified by owner, Custom Chrome Black Box 2 electronics box and wiring loom.

PAINT & FINISH:

'Raleigh Tuff Burner' blue by Stig at Sickboyz Customs. Frame powder coated in silver/grey.

THANKS TO:

"Vic and Lyn Jefford; Wade and Stig at Sickboyz Customs; Lyndon and Grizzly's Custom Bikes; Mark for electrickery; Mark at Dragon Seating; Pete at Rocketbobs and, of course, Custom Chrome Europe!"



I LIKE TO THINK THAT ANDY TOZER DONNED A CARTOON BEAGLE SUIT WHEN HE SAT DOWN TO TELL ME THE STORY OF HIS BUILD, ALTHOUGH THAT MAY JUST BE WISHFUL THINKING

went through my mind. It may not have quite as polite as that. It appeared that the beer had lasted longer than it should have and, in my addled state, I'd obviously got carried away with dismantling the bike...

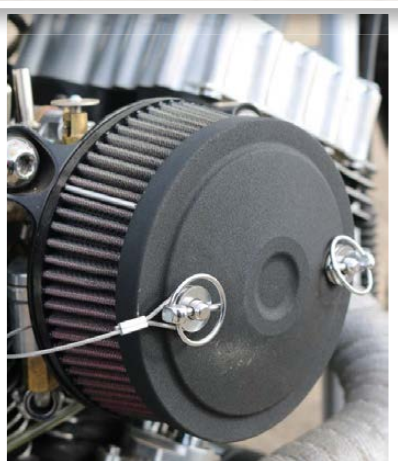
"Now, at this particular time, the term 'old school' was a phrase that was really grating on me, due to its over- and misuse to describe a whole multitude of two-wheel contraptions. But it got me thinking as to what actually is 'old school'. To me it's the 1980s. Football boots that only came in black. Curly Wurlys. The A-Team ... and my BMX. In 1982, when I was twelve years old, my Mum bought me a Raleigh Tuff Burner on 'tick' from the Littlewoods catalogue. Back then, Raleigh had just launched its range of BMX bicycles and the Tuff Burner was a fancier version of its base

Burner model. It was blue with yellow five spoke Skyway mag wheels. I was made up! I spent the following school holidays building jumps and ramps, breaking the bike and myself. It was great.

"But back to the future (and there's old school for you!). I had one of those sudden revelations that only makes sense to whoever has thought it: I figured that I'd build a BMX out of my Softail. Everyone I told of this plan just rolled their eyes and shook their heads in derision ... much the same as my Dad used to do after finding tyre tracks in his flower beds!

"Now, I've always loved Shovel frames – the cast headstock and subframe joints. So, I did some research, finding diddly squat about putting a Twin Cam motor in a Shovel, and that just spurred me on even more. I put a request





on Facebook for a frame and Destiny Cycles contacted me to say they had one available. A couple of phone calls later and after some explanation of what I actually wanted, it was arranged that I would take the engine, gearbox and oil tank up to deepest, darkest Yorkshire. Four weeks later the job was done and Vic and Lyn Jefford of Destiny Cycles dropped the frame off to me when on their way to the Pecquencourt show in France.

"From there on, the build was straightforward with much of the modifications and fabrication done by myself. Some parts were recycled from other projects; ☺



“JUST FIVE MONTHS AFTER THAT RASH NIGHT IN THE GARAGE I WAS TAKING THE BIKE TO SHOWS AND EVENTS AROUND THE COUNTRY AS PART OF MY CUSTOM CHROME EUROPE DISPLAY”

for example, the rear mudguard (which has a recessed panel to house the electronics) has been modified for a number of bikes, getting shorter and shorter every time it's reused! I did use some of the pick of the best the aftermarket parts industry can offer, like Kustom Tech grips, Beringer Aerotech calipers, Rocket Bobs' Zombi 'bars, and given for whom I work, it would have been rude to use some Custom Chrome parts!

“The finishing touch was the paintwork – in as close as possible to the blue of my Raleigh Tuff

Burner – by Stig at Sickboyz Customs. Just five months after that rash night in my garage I was taking the bike to shows and events around the country as part of my Custom Chrome Europe display. The frame is now only 25mm longer and 20mm taller than that of a stock Shovel frame and, with very little weight and the power of the 95 cubic inch Twin Cam motor, it's great for arsing around town and honing through traffic.

“I'm well chuffed with how the bike turned out, but there are still a few changes I'd like to make.

However, in the back of my mind, I've got some ideas for another build, so if somebody really likes the bikes, I could consider selling it – or even just the frame. After all, it is proper old school!”

As Andy mentions, the bike – or parts of it! – might be up for sale. Give him a call on 07746 348138. ☒

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A collage of images for Rocket Bobs Cycle Works. It includes a close-up of a custom bike headlight, a custom bike handlebar, a custom bike seat, and a custom bike footpeg. The Rocket Bobs Cycle Works logo is in the center. The text 'CUSTOM BIKES PARTS & ACCESSORIES' is in the top right. The contact information is in the bottom left.

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WORDS & PHOTOS: BLUE

TWISTED IRON: THE HAPPENING

THE BLACK HORSE, GREAT MISSENDEN, BUCKS

There's something of an inherent danger about enthusiasm. I do my best not to be enthusiastic about anything (except XS650s and banoffee pie). Life is safer that way

For example, last year I described Twisted Iron: The Happening in print as 'a cracking show with huge potential' – how embarrassing would that have been had I been wrong? What if it hadn't fulfilled that initial promise or worse still, hadn't happened again? All moot points, dear riders, for it did and it did. In spades. Phew.

The Happening is known by almost everyone as 'Twisted Iron' which is, technically, the organisation behind it. The word organisation implies a large concern at work, but both Twisted Iron and the show (which, for the sake of brevity, we'll refer to as Twisted Iron) are the work of two seemingly indefatigable people. While Russell and Bev Cort will be the first to point out that they have some good people upon whom to call, the lion's share of the work in organising, promoting, setting up and tearing down this event falls on their shoulders.

This year, the layout of the event, behind the Black Horse pub in Great Missenden, had been tweaked

and thus worked better than previously. As soon as you rolled through the gate – pausing briefly to hand over some money and have a look at the magnificent trophies handcrafted by Artisan Uprising – the show marquees were directly in front of you and the first thing apparent to us veterans (well, us people who did the first show too!) was that the undercover show space had doubled in size. I'm delighted to say that 100% Biker was sponsoring one of the show tents and we were in venerable company as Jack Lilley Triumph supported the other marquee. Not literally of course, there were poles and stuff for that job.

The marquees had been elevated from the status of mere canvas shelter with the addition of pallets on which to display the bikes (thanks to local firm M40 Pallets for donating the pallets) and carpet, although the latter was considerably less predatory than last year when it tried to eat our Yoda alive. He's still suspicious of carpet twelve months on.

The custom show at Twisted Iron is unlike that of





THE FIRST THING APPARENT TO US VETERANS (WELL, US PEOPLE WHO DID THE FIRST SHOW TOO!) WAS THAT THE UNDERCOVER SHOW SPACE HAD DOUBLED IN SIZE



any other event. At a time of year when you might suspect that you have seen many of the year's new builds, it throws up surprises. In fact, there were more bikes that I hadn't seen before than those that I had, and it's not often I can say that of a show. From the start, Twisted Iron has been pitched as an event for builders, but the variety of machines still ran across the full gamut of custom motorcycling. It's difficult to pin down exactly what makes this show so different. It's not that there weren't shiny professional bikes – for example, it would be disingenuous to describe Mr Steve Taylor of Taylormade as a shed builder – but the fact that so much entered in the custom show was a homage to the inventiveness, capriciousness and idiosyncrasy of the builder on a budget. Machines that might be labelled 'quirky' in any other show were normal here with no-one rolling their eyes or muttering, "What is that doing here?" as might be the case at a more traditional display. And how often have you walked around a custom show and spotted a bike about which you desperately



SHOW RESULTS

BEST OF SHOW:

Andrew Dyke –
Harley Sportster

BEST

ENGINEERING:

Chris Smithers –
Buell Rotax

BEST STYLING

Richard Wilby –
Harley Ironhead

BEST PAINT

Katia Lonsdale –
Yamaha VMax trike

BEST WORK

IN PROGRESS:

Nick Botting –
Harley Sportster

MOB RULE

PUBLIC CHOICE:

Chris Smithers –
Buell Rotax

wanted to know more, only to find the owner nowhere in sight or, even worse, not interested in actually talking to the people admiring their work? Here you couldn't move for falling over a bloody builder! They moved in packs through the marquees, trapping any innocents who paused, however briefly, by their bikes. You couldn't go into the custom show without learning something, even if you didn't want to...

After a gloomy start, the sun came out and there was actually blue sky and something that could only be described as a summer's day, despite being autumn. This highlighted another of the things that Twisted Iron had got right, and that was providing somewhere to sit. There was the Distinguished Gentlemen's lounge with sofas as well as chairs scattered around outside meaning that people could just sit around in the sunshine, chatting and generally adding to the laid back ambiance. Even the live music marquee was equipped with tables and chairs for those who wanted to be really sophisticated and eat properly. And, on the subject of food, top sausage of the weekend was Leon Borja of Harley-Dogs who was cooking up a storm on the barbecue mounted to the back of his Harley. On Friday night he kept the grill hot until everyone who was

hungry had been fed (with some returning for seconds), which was into the small hours of Saturday morning. Leon is saving towards opening his own restaurant and, while we wish him all the best with that aim, it will be a huge shame to lose him from the rally scene, especially as everyone I spoke to proclaimed his hot dogs to be the best they'd ever eaten.

I was just contemplating a Harley-Dog when Russell commandeered me to help judge. I have problems with eating rather than wearing my food at the best of times and there would be no way I could navigate the show with both a clipboard and my dinner so, reluctantly, I missed out on the lure of Mr Borja's big sausage. As they say.

With just four categories – Best Engineering, Best Styling, Best Paint and Best Work in Progress – plus the overall best in Show, that should have made picking the winners relatively easy. Oh, no. At least the public choice Mob Rule category was out of our remit. Work in Progress threw up more problems than last year and the judges wrangled over what qualified for the class (despite the fact that one of those judges had actually set the rules). Should it be a bike that was still in complete build? Was a bike eligible



that was on the road but clearly not finished? And so on and so forth. It was a far from easy process and I really could have done with that hot dog to keep my strength up (had Sickboyz Customs not kindly fed me pizza and Fanta, I might have just fainted clean away). Sadly I wasn't allowed to give all the prizes to Neil Marshall's chopped down BMW R80 with its mortar bomb sidecar that he built just so his bulldog could have somewhere comfortable to sit.

Shortly after the judging was completed, there was a stir in the crowd and a parade of ladies nonchalantly but determinedly making their way down the site. It was a clue that something was going on, and I guessed correctly that that something was Mark from Artisan Rising, doing manly things with a forge while clad in a sleeveless t-shirt and sunglasses. For some reason, this seems to be rather popular with the female audience. I have no idea why – I just went along for the purposes of journalistic research. At no point did the phrase 'blacksmithing totty' leave my lips. Probably.

The charity raffle in aid of the Air Ambulance attracted a crowd before the prizegiving, every one of whom would have been delighted to take home one of the Artisan Rising trophies (works of art

I WAS JUST CONTEMPLATING A HARLEY-DOG WHEN RUSSELL COMMANDEERED ME TO HELP JUDGE. SO, RELUCTANTLY, I MISSED OUT ON THE LURE OF MR BORJA'S BIG SAUSAGE. AS THEY SAY...

to which we were pleased to put the 100% Biker name). Only five people had that pleasure; it would have been six but to his delight – well, to judge by his giggling! – Chris Smithers won two trophies for his Buell Rotax lowrider ('Chris's Buell', #196 100% Biker). And, after that, all that was left was dancing and drinking. I left before the Romanian moonshine was opened, and I am very glad about that.

Twisted Iron: The Happening III will be held on 16-18th September 2016. We'll keep you posted. ☺



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BAHN £125.00

This mirror by Bahn combines ornate styling with function, thanks to a combination of engraved back and convex glass, while, at 5 inches by just over 3 inches, it gives a large area of visibility. That might sound a little lardy, but the rear detailing makes the whole mirror assembly seem smaller and less obtrusive than you might imagine. Available in chrome-finished aluminium or anodised black with a 'tuxedo' finish (ie, black with silver cutaways), it can be directly switched with most Harley OEM mirrors, while adapters are sold separately for fitment to Indians, Victories and many metric cruisers. More details through www.mageurope.eu.



REBUFFINI SHERIFF £110.00

I admit I have yet to see one of these fitted to a motorcycle, but it can only be a matter of time.

For the inner cowboy in you, Rebuffini produces the Sheriff mirror which looks – you're ahead of me – like a six-pointed Sheriff's badge. It's only the surround that's shaped thus, the mirror is disappointingly round, and I would have been a little more impressed had the glass had been badge-shaped. If you really want to embrace the whole Wild West theme, Rebuffini also has a matching air filter and fuel cap. Available at www.motorcyclystorehouse.nl.



JOKER MACHINE BAR END MIRROR £89.99

This folding bar end mirror from Joker Machine is CNC-machined from billet aluminium, lightweight, strong and fully adjustable. The mirror head folds 180-degrees forwards and backwards and the rotational tension can be set to your preference with an Allen key, with the bracket arm rotated up or down to your desired position on the bar mounting shaft, which isn't anywhere near as rude as it sounds. Available in two different sizes as well as with a rectangular head, each mirror (which features custom-made convex glass for maximum visibility) will require a Joker Machine bar end mirror mount, sold separately, both through www.rdcustombikes.com.



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REBUFFINI SUN MIRRORS £145.00

Italian manufacturer Rebuffini produces a variety of mirrors, but this is among its most simple and classic. It's round and it reflects things and it doesn't get much more simpler than that. Machined out of top quality billet aluminium, it's small - around 2" in diameter - while the glass has 40% less glare than conventional mirror glass. Replacement glasses are also available. Available in black anodised and chrome finishes through www.customcruisers.com.



KURYAKYN TEARDROP £105.00

If you prefer something with a more novel shape than the traditional round or rectangular, then Kuryakyn is your friend, producing a range of stylised items, including this all-new Teardrop mirror. Made from diecast aluminium, the 5 inch by 2 inch glass is a decent size, while you can get its placement of the mirror just right with a smooth pivot ball mechanism which allows easy adjustment and secure positioning. Available in chrome or satin black, it will fit Harleys and, with an adapter, just about anything else, too. Details from www.zodiac.nl.



KURYAKYN SKELETON HAND £125.00

Now, I realise that these mirrors will amaze and delight some of you, but really? I mean, really? It's proof once more that when the design department at Kuryakyn gets things right, it gets them very right, and when it doesn't it's like straying into the Twilight Zone. These particular mirrors feature an arm bone stem and a skeleton hand that is, according to Kuryakyn, 'amazingly realistic' (well, provided you have hands the size of monkey paws and they're made of metal). They will fit all metric cruisers and almost all Harleys and Victorys, as well as the Indian Scout. Who exactly buys a new Scout and thinks, 'I know the one thing that would really improve that bike...' Available from www.customwizard.com.



RIZOMA CLASS RETRO £109.00

Rizoma designed this classic bar end mirror to add the finishing touch to a café racer. With non-glare glass and a ball and socket adjustment system, it offers both versatility and comfort, and more than enough reflective surface area to satisfy both rider and the rules of European type approval. As with many other mirrors of this ilk, a bar end will be required and both this and the Class Retro are available from www.moorspeedracing.co.uk.



OBERON PERFORMANCE £65.98

This handlebar clamp mirror fits either 7/8" - or 1-inch 'bars and is machined from T6 billet aluminium. It can fold through 220 degrees to allow for narrow gaps, tucking the mirror in past the end of the handlebars. The convex mirror glass gives excellent visibility and weather resistance, and it can be mounted just about anywhere on the handlebar, while a bar end installation is also available. For more details, contact www.oberon-performance.co.uk.



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EL BORRACHO

It's not just us Brits who consider that we get more precipitation than anywhere else on our little blue planet – it's a common misconception around the world that the United Kingdom is covered by rain-sodden clouds for a minimum of 364 days a year



WORDS & PHOTOS: MDM@FLAT-OUT.COM







Of course, this is regardless of what weather charts, meteorologists and climate charts may point out as actually being the truth. Consequently, it comes as quite a surprise that Gareth Acreman is the first motorcyclist I've ever met with the nickname of 'Soggy'. He told me that he gained the sobriquet by the fact that, wherever he travels, he always seems to get rained upon. That I can believe, although quite why his bike has the name of 'El Borracho', which translates from the Spanish as meaning 'The Drunkard', I'm not quite so sure...

Gareth is a man who likes to do the miles. While a sunny (hah!) Sunday run out is fine for some people, Mr Acreman far prefers to have a weekend ride of 1000 miles for a party. But he doesn't want to ride a factory-built touring motorcycle or, for that matter, any kind of standard bike. Hmm, can you guess of which club he's a member? So, the remit for this build was thus; a small and chunky bike, a powerful motor and enough comfort to be able to clock up the miles, yet with a style and class of old-style 1950s machinery but with a slightly revised modern look.

Starting off with a 1340cc Harley-

Davidson Evolution engine, an H-D frame from 1984 (which was, of course, the first year of manufacture for the Evolution engine) and a set of Harley fork legs and yokes, the first job was to throw the frame's suspension components into the bin and fit a far more righteous and aesthetically pleasing hardtail. A pair of 16-inch spoked Harley wheels, with appropriate brake discs and calipers were slotted in fore and aft, along with chunky Avon S-M MkII tyres to give the desired mid-20th century look. It's a long way from the bike which Gareth grew up riding in Australia and the UK, which he says included a lot of Lambrettas, as well as machines cobbled together out of other scrap bikes.

A set of fork shrouds beneath the bottom yoke help the chunky look, nicely emphasised by the use of a small Mustang-style fuel tank and flat rear mudguard. Some 'small and black' handlebars (a perfectly accurate explanation of their form by Soggy) keep the riding position as traffic-threadingly narrow as it can be, but for the Roland Sands forward controls which are the widest part of the bike.

The Evo motor remains internally standard, with a free-flowing 'fly's



eye' air filter and unbaffled one-off pipes allowing unfettered flow. The transmission is a standard five speeder, albeit the torque being fed through a chunky open belt drive and beefy Ultima clutch. This bike is all about reliable, mile-covering coolness, so there's little point in having an extravagant big bore with high compression pistons that will eat starter motors for breakfast and require the battery equivalent of a Scania truck just to turn the engine over.

At the rear is a fine bit of alluring alliteration in the form of a stylish stainless steel sissy bar, useful for strapping on luggage for those frequent trips away, while a custom leather seat points out the refreshing beverage that Soggy requires when he arrives at **o**





SPECIFICATION SHEET

ENGINE:

Harley Davidson Evo 1340 V-twin, standard carburettor, Ultima external nine plate 3.35" clutch, open belt primary drive, 5-speed gearbox, straight-through custom exhaust pipes.

FRAME:

1984 H-D twin downtube with hardtail conversion, Roland Sands forward controls, standard sidestand.

FRONT END:

16" spoked wheel, Avon S-M MkII 5.00 x 16" tyre, old style H-D disc and caliper, Roland Sands hand grips, 'small and black' handlebars, standard right-hand switchgear, brake master cylinder from a Chinese scooter, standard clutch lever and perch.

REAR END:

16" spoked wheel, Avon S-M MkII 5.00 x 16" tyre, H-D disc and caliper, heavy duty chain replacing original belt drive.

MISCELLANEOUS:

Small petrol tank, custom-made seat, small tight mudguard, minimal wiring loom, basic on/off ignition switch, H-D Fatboy headlight, Ford Model T taillight, engineering by Sledhead Bobbers, Port Talbot.

PAINT AND FINISH:

Eighteen coats of paint and lacquer by Flakeys Customs.

THE FIRST JOB WAS TO THROW THE FRAME'S SUSPENSION COMPONENTS INTO THE BIN AND FIT A FAR MORE RIGHTEOUS AND AESTHETICALLY PLEASING HARDTAIL

his destination. An unobtrusive Fatboy headlight is useful for finding the way on dark night rides, with a Ford Model T taillight giving a period touch (albeit rather earlier than the 1950s) at the rear.

And, with the dry build undertaken and when all the welding, grinding, cursing, rewelding, beating with a hammer, throwing away and rewelding was finished, it was time for paint. By turning to Flakeys Custom Painworks, the finishing touch that brings the bike to a cohesive whole and gives it the perfect finish, was achieved. No less than eighteen coats of paint and lacquer went into that glittery candy and metallflake masterpiece with a finish that truly comes alive in the sort of bright sunshine which, of course, we didn't get for the photoshoot...

It will come as no surprise to hear that El Borracho has won its fair share of show trophies – Best Chopper at the club run to Newcastle last year, a few for Best Paint, and Best International Bike at the Cardiff Bike Show, for example – and while Gareth admits that that's more than a tad pleasing, he also goes on



to point out that it's also done a lot of miles now (including over five countries in one day last August!). He says; "It's not an ornament and it will eventually look like a road worn old custom bike with loads of character and style! El Borracho is the bike I've always wanted. It's small, chunky and powerful. Although it looks good, it's very basic, but it will just eat up the miles."

But, although given that it's already covered a fair amount of ground since it was finished, it isn't even starting to look slightly road-worn yet! However the lack of front mudguard has caused one somewhat appropriate issue, given Gareth's nickname, as he explains: "It has been called the jet ski when it's raining and, as always, I end up soggy. But that's all part of the adventure. And I look forward to many more adventures on El Borracho." ☘

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WORDS & PHOTOS: MDM@FLAT-OUT.COM

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I've always enjoyed one day custom bike shows, especially when there's a guarantee of a goodly selection of quality custom machinery... And that is exactly what you get with a show run by the National Chopper Club

**BEST
ENGINEERING**

The clue's in the name, and its *raison d'être* is to promote customised motorcycles, so it's a given that there will be decent bikes to ogle. In fact, the very first one day custom bike show that I ever went to was run by the NCC. That was at the Crosby Hotel on the Isle of Man during TT week, and I followed that with rides over to the club's show in Hereford's cattle market (and the Shires before it became a weekend do), so perhaps I'm a bit biased with regard to Chopper Club events, but it is with justifiably good reason.

Some NCC counties are larger than others, but this doesn't make any difference to the quality of the event. NCC Cheshire is certainly not the largest

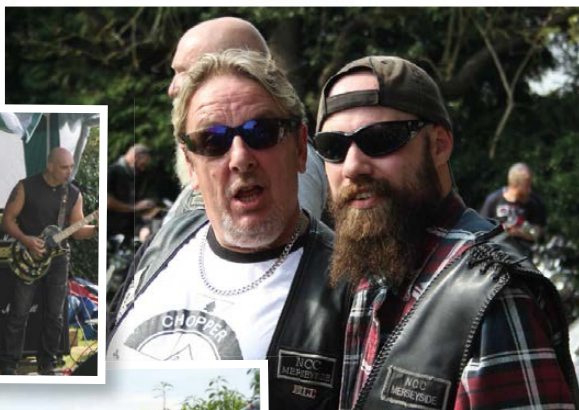
county in the Chopper Club by any means, but its show at the wonderfully-named Comfortable Gill pub (unfortunately, not named for the man who started the Chopper Club, Mr Bill Gill, although it should have been), just off the A580 East Lincs Road, belies its low member count. Before I go any further, I should point out that it was technically NCC Cheshire, Manchester and Merseyside's 1st Custom Show, but that wouldn't fit on our title line!

And what do you need for a good bike show aside from quality custom bikes? Not a lot: a cold beer, a bite to eat and banter will cover most bases. Anyway, on to the bikes. **o**





BEST OF SHOW & BEST OF BRITISH



BEST TRIKE



BEST PAINT



AND WHAT DO YOU NEED FOR A GOOD BIKE SHOW ASIDE FROM QUALITY CUSTOM BIKES? COLD BEER, A BITE TO EAT AND BANTER WILL COVER MOST BASES.



BEST CHOP





SHOW RESULTS

BEST BRIT & BEST IN SHOW:

Rob - Triumph Thunderbird.

BEST SCOOTER:

Mr X's 'Killer Clown' (get in touch - your trophy is ready!)

BEST PAINT:

Crusty, Manchester NCC - Suzuki chop

BEST ENGINEERING:

Ratty, Merseyside NCC - Honda VTR1000

BEST CHOP:

Harry, Cheshire NCC - 'The Pup' Harley-Davidson Panhead

BEST STREETFIGHTER:

Col from CCW Clywd - Suzuki GSX-R turbo

BEST TRIKE:

Ken - Reliant

LANDLORD'S CHOICE:

Abe - Honda Shadow



LANDLORD'S CHOICE



BEST SCOOTER



BEST STREETFIGHTER



There's no hiding that I like my performance-focussed customs, so it was little surprise that my attention was grabbed by Col's turbo Suzuki GSX-R, irrespective of the "stocker with a paintjob" jibes by club spokes-bloke and chief microphone-wielder, Caveman (and yes, I get the distinct feeling that there's a long-running joke in there somewhere...). The forced induction Suzuki got Best Streetfighter, although it was down to the winner of Best Engineering, Ratty and his VTR softail chop, to perform the traditionally streetfighter celebratory burnout...

The rest of the winners are listed below, but I have to make mention of Crusty's ace single cylinder Suzuki chop; Harry's deeply desirable candy red Panhead, 'The Pup' and the stunning Swede-style right-hand drive chain Thunderbird that won Best Brit and Best

In Show, despite its recalcitrance to fire up for the trip to collect the silverware.

Naturally, there were plenty of cool modified bikes in the car park as well, but while I was mooching around the bikes, most folks were either in the bar or listening to the band (and their exceedingly sweaty front man).

Whether NCC Cheshire has another event next year is, as yet, uncertain. But, given the quality of their first show, with such a compact organising team, I for one am hoping that they'll repeat the exercise. The last word goes to Caveman who would like to thank - "Manchester NCC, Merseyside NCC and all the members of Cheshire NCC Manchester NCC, Merseyside NCC and all the members of Cheshire NCC (plus all the wives who helped out with the show), as well as Sally for putting up with me!" ☒

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WALZING AROUND

As has been mentioned in a recent issue, perhaps one of the greatest attainments for a custom builder is to create a style so exemplary and unique that it is known by that person's name. One of the builders to achieve that lauded aim is Marcus Walz

 WORDS: BLUE PHOTOS: KOELNMESSE GMBH



The most famous German custom builder of the last twenty years, Walz began Walz Hardcore Cycles in 1993 and his bikes swiftly established a particular and specific look. Inspired by drag bikes, with distinctive dropped seat frames and frequently painted in shades of either black or silver, 'Walz Hardcore' became shorthand for this style, a new look which crossed boundaries between chops, streetfighters

and lowriders. In fact, Walz even registered the term 'Drag Style' for his frames.

Although, it was a style that curiously didn't seem to gain a foothold in the United Kingdom (I remember one Walz bike from the beginning of the century, primarily because it was such a rarity in this country), Walz rapidly became successful all over the world, winning shows in the USA and Japan and, in 2005, opening a shop in Miami.

He was the first builder from outside the United States to be invited to the Artistry in Iron display in Las Vegas and the first non-American to win Discovery Channel's 'Biker Build Off' TV programme. Celebrity clients included Kimi Räikkönen, Brad Pitt and Gerhard Berger, but, by the time Walz Hardcore Cycle celebrated its 15th anniversary in 2008, Marcus Walz wanted to take on a new challenge. He started Walzwerk Racing, a



new company which drew upon his racing roots—it was prize money from motocross wins that had allowed him to start Walz Hardcore. The same year he made a three part TV series in which he rode from Essen in Germany to the North Pole on a hardtail custom bike.

In 2010 he sold Walz Hardcore and, to the surprise of many, at the age of 43, returned to racing. Five years on, he continues to compete in the Triumph Cup

on a Street Triple, as well as also campaigning KTMs and Ducatis. That may go a little way to explaining why this particular bike doesn't look much like the 'Walz Hardcore' bikes with which he will always be indelibly linked.

It's now increasingly commonplace for manufacturers to hand over a new model to a noted customiser in the interests of credibility and publicity; in the last three years, Marcus Walz himself as undertaken builds for

Yamaha Europe (with a V-Max) and Triumph, producing a Speed Triple café racer for the latter. Now, not a manufacturer but a major motorcycle show has commissioned Walz to recreate a new bike, and this is the result.

Last autumn, Ducati launched its much anticipated Scrambler at the bi-annual Intermot show in Cologne, Germany. In the event's 'year out', it asked Marcus to create a version of the Scrambler to take pride of place at



SPECIFICATION SHEET

ENGINE:

Ducati 80cc air-cooled L-twin, ported cylinder heads, modified pistons, racing cams, racing valves, modified crankshaft, SC-Project prototype exhaust headers with MotoGP carbon fibre silencer.

FRAME:

Ducati tubular steel trellis.

FRONT END:

3.5" x 17" Oz Racing prototype magnesium wheel, Metzeler Racetec K3 RR 120/70/ZR17 tyre, Brembo M50 Monobloc calipers, Braking Wave discs, Öhlins Panigale 1199 prototype forks, Gilles clip-on handlebars.

REAR END:

6.00" x 17" Oz Racing prototype magnesium racing wheel, Metzeler 190/55/ZR17 tyre, Öhlins prototype monoshock with one-off body, special spring, one-off brackets, DID gold 520 racing chain.

MISCELLANEOUS:

Modified Ducati Scrambler fuel tank, seat unit by Walzwerk Racing, DucaBike foot pegs.

PAINT AND FINISH:

Matte black and gloss Agate Grey with candy apple metal flake. Black anodising.

IT'S NOW INCREASINGLY COMMONPLACE FOR MANUFACTURERS TO HAND OVER A NEW MODEL TO A NOTED CUSTOMISER IN THE INTERESTS OF CREDIBILITY AND PUBLICITY

Intermot 2016 and to promote the German event's newest feature, 'Intermot Customized', which will be a stand-alone show within Intermot itself and that will, as far as I'm aware, also include the AMD World Championship of Custom Bike Building, despite the lamented departure of chief organiser and ringmaster, Neil Blaber, from the championship.

As Intermot is held at and organised by the major exhibition centre, Koelnmesse, someone thought it would be a good idea if the venue's Senior Vice President, Christoph Werner, offered up his own personal Ducati Scrambler as the donor bike for this project. I hope that this was suggested by Herr Werner himself and he didn't just find his treasured bike was missing from its parking spot. Once spirited away to the Walzwerks' workshop, the engine was stripped down and rebuilt. You might question why this should be necessary for a nearly new bike. Of course it wasn't, but it

would be rude to refuse ported heads, new pistons, rods and valves and a balanced crank...

The stock exhaust system was removed and a new two-into-one set-up created by race specialists, SC-Project, who then fitted a genuine Moto-GP silencer taken from the bike of road racer and Suzuki works rider, Aleix Espagaro. Again, I hope they asked first. Although the engine is still the stock 803cc capacity, according to Walz, the Scrambler now produces around 100bhp on the dyno.

OZ Racing supplied a set of 17-inch rims that were originally designed to fit Ducati's Panigale 899. New spacers, bearings and brake disc carriers were utilised to ensure they'd happily fit the Scrambler, while the shock mounts of the swinging arm were CNC-machined to allow the shock to move freely. That spring, incidentally, was created from over a dozen different shock absorbers to make it fit the rear end.





YOU MIGHT QUESTION WHY AN ENGINE REBUILD SHOULD BE NECESSARY FOR A NEARLY NEW BIKE. OF COURSE IT WASN'T...

When it came to the front suspension, the people at Öhlins who know about such things dug out a set of Panigale 1199 forks, which Walz then modified. They were shortened and then fitted with one-off internals. The standard tank made the cut – no pun intended – albeit with a dab of modification, while a new seat and tail unit was hand-fabricated from sheet aluminium.

While the finished product is a world removed from the Walz bikes of fifteen or so years ago, Marcus's latest creation (or should that really be re-creation?) reinvents a stock model in a new and perhaps unexpected way. Is it enough to inspire a new use of the term, 'Walz-style'? That's a question as yet unanswered. ☒



WORDS & PHOTOS: BOSUN

3B'S NEW ROOTS RALLY

ROOTS GARDEN CENTRE, HERMITAGE, NEWBURY, BERKSHIRE

For what seems like squillions of years, the good folk of the 3B's Rally Club have held their rather excellent annual rally at the somewhat quirky venue of the Headley Park Hotel (better known as the Lithuanian Club)

However, a year ago the hotel closed, mired in debt and complaints of poor management and drunken brawls. It's currently up for sale, but the 3B's were left with a more pressing problem – where to hold their event. After a search, they lighted upon an equally unusual venue in the shape of a garden centre in Berkshire. The Roots Garden Centre also provided them with a great name for the relocated rally, leaving me with just the problem of how to conquer my fear of Berkshire. I have never known quite why Berkshire exists, other than to confuse the heck out of me.

Incidentally, have you ever wondered about the origins of the club's name? Blue asked me, mainly because that errant apostrophe drives her mad, being, as she is, a paid-up member of the Grammar Gestapo.

Well, it all goes back to 1987 when the club was formed. A number of names were put forward, but it was Bren, the late wife of the first president, Griz, who suggested the 3B's, because, she said, all they were interested in were 'Bikes, Birds and Booze'. There are lady Bs too, so the middle word can be replaced with 'Blokies'. *[Doesn't explain that damn apostrophe, though! Blue]*

While the garden centre might have been a new venue, what remained unchanged was the 3B's welcome, along with a selection of interesting bikes pulling into the show. There was also the usual fine selection of retail emporia and a very nice Thai food van. Who knows quite how any of us survived rallies when the only choice was an undercooked burger, but I'm very pleased we don't have to these days.

The bar was located in a semi-completed building





‘THERE WAS A DIRECT CORRELATION BETWEEN THE AMOUNT OF REAL ALE IMBIBED AND THE ENTHUSIASM WITH WHICH THE MECHANICAL BUCKING BRONCO WAS ATTACKED’

where the stage had also been erected. Despite the low ceilings – ‘Mind that mandolin, Stevie!’ – it worked very well, allowing revellers to escape the midday sun. The field outside (fields generally being outside) hosted an eclectic mix of bikes, including some bearing L-plates, which I am always pleased to see. One of the fun things about rallies like the 3B’s is the quirkiness and inventiveness of entries, ranging from a Raleigh Chopper to a skeleton-on-a-mini-trike-sort-of-thing. I have no idea who won, though. Sorry. I shall blame my fear of Berkshire for that, too.

Having not heard Stevie play for a while, I really enjoyed his newer material although I was saddened to have to resist the temptation of the real ales on offer. Well, not that saddened when I realised there was a direct correlation between the amount of real ale

imbibed and the enthusiasm with which the mechanical bucking bronco was attacked. The bucking bronco appeared to win every time. It didn’t seem a wise choice when sober and I reckoned that beer probably wasn’t going to improve my rodeo skills.

There is already talk of the rally returning to this venue next year so it seems as if the club is taking root here. A beautiful event could clearly blossom and bear fruit at the garden centre. But that’s enough of that old fertilizer. I eventually escaped the magnetic force field of Berkshire by heading west out of the county at great speed. I live east of Berkshire... ☒

RAM RACER

Even though I still may regard Swindon-based Rolling Art Motorcycles as a relative newcomer to the custom scene, RAM is no longer a fledgling concern. After five or six years since launching the business, 'firmly-established' is probably the phrase, and that's no more than son-and father team, Gary and Glenn Dance, deserve, either. Just ask their customers

 WORDS & PHOTOS: STU GARLAND







The story behind the RAM Racer goes back a year or three. In idle moments, Gary and Glenn would often find themselves chatting about semi-hypothetical projects, as you do. Although they never settled on a single, definitive, clearly-envisioned style, what they did know is that they'd avoid whatever was flavour of the month at the time and opt for something a little offbeat and difficult to categorise in terms of styling.

The eventual impetus took the shape of a neglected 1962 BSA B40 engine that had been taking up space in a corner of the RAM workshop since being deemed surplus to requirements during a previous build. With this single-cylinder 350cc lump as a starting point, the guys decided to aim for the style of a boardtrack racer (for want of a better description) as a basis for a bike

with some decidedly un-boardtrack-like features to set it apart from your average period pastiche.

It was clear from the outset that the stock, uncomplicated B40 unit construction engine could be made to look super-clean, especially with the enhancement of mirror-polished outer cases, gloss black barrel and bead blasted cylinder head. Further improvements were the addition of a flawless one-off high-level exhaust pipe—complete with machined brass end piece—and a short, downturned carb inlet. But it wasn't enough.

The RAM Racer (as it had by now been dubbed) needed, well... 'something else' in the power plant department. Something a little bit trick. Something like dispensing with the standard fully-enclosed rocker assembly and installing a one-off replacement set of spindle carriers instead so that you can



THE STORY BEHIND THE RAM RACER GOES BACK A YEAR OR THREE WHEN GARY AND GLENN WOULD OFTEN FIND THEMSELVES CHATTING ABOUT SEMI-HYPOTHETICAL PROJECTS



SPECIFICATION SHEET

ENGINE:

1962 BSA B40, 350cc single-cylinder, open rocker assembly, one-off machined rocker spindle carriers by Rolling Art Motorcycles, polished cases, Amal Monobloc carburettor, one-off open carb inlet, Lucas coil ignition, one-off 1-into-1 high-level contoured exhaust system with one-off machined brass end piece.

FRAME:

BSA B40 single downtube front loop with integral seat support, one-off twin-tube swinging arm and monoshock mounting assembly by RAM.

FRONT END:

21" aluminium rim laced by RAM with stainless spokes to 1973 Honda XL250 drum brake hub, brass nipples, Kings Tire 90/90 x 21" tyre, one-off springer front end assembly fabricated by RAM, dual rear rails, single mountain bike shock absorber, one-off machined riser blocks, straight 7/8" handlebars, Doherty-type levers, repro grips.

REAR END:

21" aluminium rim laced by RAM with stainless spokes to modified 1973 Honda XL250 drum brake hub, brass nipples, Kings Tire 90/90 x 21" tyre, cable-operated brake via one-off pulleys, roller wheel chain tensioner.

MISCELLANEOUS:

One-off dual petrol tanks by RAM (one for fuel, one housing electrics), top tube-mounted rear shock absorber by Dave at Hagon Shocks, one-off aluminium-based solo seat by RAM, one-off cylindrical downtube-mounted oil tank, all brass machining work and one-off engineering by RAM.

PAINT & FINISH:

Paintwork by Arthur Slade, Oxford. Wheel striping by Ian Martin. Pinstriping. Powder coating by H&F Engineering, Swindon. Polishing by Alec at A&K Metal Polishing, Stroud. Chrome plating by Doug Taylor Metal Finishing Co, Banwell.

COVER
BIKE

THE 'THREE GENERATIONS' LEGEND ON EACH TANK REFERS TO GARY, HIS DAD GLENN, AND GRANDFATHER JOE

watch, mesmerised, as the valves, springs and rocker arms clatter busily away once the bike's been fired up. Gary's background in precision engineering meant that he could do the job perfectly well himself. Which is just what he did. And should anyone doubt the wisdom of leaving a portion of an engine's innards open to the elements, Gary covered that one by incorporating a set of sealed bearings running high temperature grease into his new carriers.

Meanwhile, Glenn had been busy de-cluttering a standard single downtube B40 front frame loop in readiness to accept whatever form of rear suspension system the pair could eventually decide upon. Dreaming up a truly novel set-up had been proving a bit of an obstacle to progress. Bike-builder's block was threatening to set in. Then Glenn took advantage of a last-minute holiday deal to Menorca. The combination of cold beer and

the poolside was clearly efficacious to his thought processes; before long, he was struck by inspiration, and was scrambling to get his ideas down on paper—or a damp napkin—before he forgot them. In a nutshell, why not mount the shock on the top frame tube, between the dual petrol tanks, and just machine up some linkages down to a trick swinging arm? Simple, eh?

Back home, the curved, twin-rail swinging arm was fabricated (to precise napkin spec...), after which Glenn embarked upon making and attaching the associated mounting hardware to the frame loop. As for the shock unit itself, he thought he'd be better off contacting the experts. Suspension specialists Hagon Shocks not only provided valuable advice, but also supplied a shock absorber specifically tailored to the individual characteristics of the RAM Racer.

With the rear end sorted, attention turned to the springer forks, which





Glenn describes as, "...our twist on a vintage-looking set-up." The twist lies mainly in a twin rear rail set-up instead of the usual single-leg configuration, while the front legs support a single shock absorber liberated from a mountain bike; thus the RAM Racer is a monoshock front and back.

The 21-inch wheel rims and drum brake hubs from a 1973 Honda XL250 were also left over from a previous Rolling Art project. Once the rims had been powder coated by H&F Engineering of Swindon, and had striping applied by Ian Martin Pinstriping, Gary set about lacing them up to the hubs with stainless spokes and brass nipples. The front hub remained stock, though the rear underwent some serious surgery before it was fit for purpose. The cable-operated back brake posed a bit of problem, what with the actuating lever being on the right and the foot lever being on the left, but Gary overcame that by machining up a nifty pair of pulleys to transfer the cable from one side of the bike to the other.

One of the RAM Racer's key visual elements is, obviously, the one-off fabricated split-tank set-up, with that big rear shock nestling between

THE RAM RACER NEEDED 'SOMETHING ELSE'. SOMETHING A LITTLE BIT TRICK. SOMETHING LIKE DISPENSING WITH THE FULLY-ENCLOSED ROCKER ASSEMBLY...

the two. Only the right-hand tank, in fact, hold fuel (there's a clue in the words 'Fossil Fuel' underneath the filler cap), while the other acts as a housing for the bike's electrical components. Atop the left tank there's a lovely retro Bakelite ignition switch, with markings painted beneath it denoting the 'Live/Dead' positions. Or 'On' and 'Off'...

The cylindrical oil tank, mounted vertically to the frame's front downtube, is another in-house one-off, as is the solo seat and just about everything else I haven't mentioned so far. As well as machining up more mundane parts such as wheel spacers and the like, Gary also finished the build off perfectly by knocking up an array of brass detailing, including 'blind' pivot covers and various fasteners machined into subtle shallow cone shapes.

I was, I'll admit, slightly surprised when Gary subsequently told me, "That'll be the first and last show bike from Rolling Art."

Notwithstanding the satisfaction and pride they must feel in having created a superb, award-winning showcase for their not inconsiderable talents, I get the feeling that, at heart, building bikes to be ridden once in a blue moon isn't really what Gary and Glenn are all about.

However, although the guys might have made the decision not to pursue a show bike career, it doesn't mean that Rolling Art handiwork will never be seen in competition again. I have no doubt whatsoever that RAM customers' bikes will continue to pick up prizes at custom shows across the length and breadth of the country long into the future.

By the way, if you're wondering about the 'Three Generations' legend applied to the tops of each tank, that's a reference to Gary, his dad Glenn, and grandfather Joe. Despite having recently celebrated his 80th birthday, Joe can often be found in the Rolling Art workshop with his sleeves rolled up, mucking in with his lads to help out wherever possible. Top man! ☘



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Kansas got short-changed by Route 66. If you look at a map of the United States, logically Route 66 should have run through Illinois, Missouri and Kansas to the western Oklahoma panhandle

WORDS & PHOTOS: BLUE

1. It wouldn't be a Route 66 town without a mural!

2. 'Tow Tater' on the left with a cartoon companion.

3. Just in case you forget where you are...

4. The very bank counter (now in the Baxter Springs Heritage Museum) where Jesse James waved his gun. Fortunately he doesn't appear to have shot up the lovely woodwork.

However, the architect of the road was Cyrus Avery and Avery was from Oklahoma. Oklahoma got Route 66—a lot of it—and, instead, Kansas lays claim to just thirteen miles. But they're thirteen quite remarkable miles with this section being historically more violent and bloody than any other stretch of Route 66.

You pass into Kansas almost by accident at the old Stateline bar, a few yards into Missouri and so particularly popular back when Kansas was a 'dry' state. After crossing over the 1923 sweeping viaduct, you enter Galena, one of three towns on Kansas 66, but just one of two dozen towns in the USA by this name, called after the lead ore which was discovered here in 1877 and that bankrolled

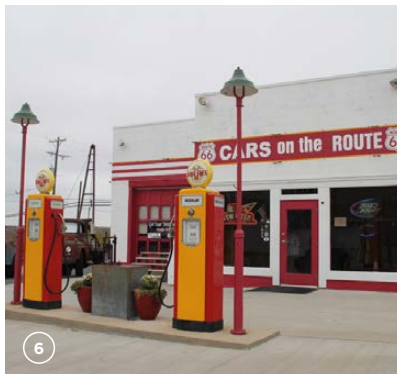
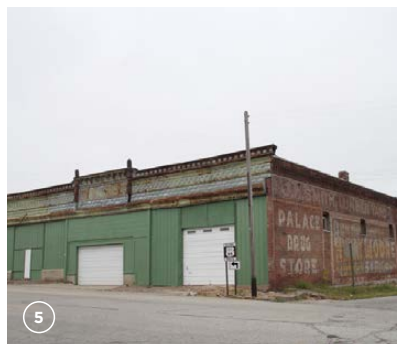
the town for decades.

There were once two towns side by side here, each owned by a mining company and fuelled by bitter rivalry. As Galena grew more prosperous, Empire decided to take action to prevent its residents moving to the other settlement. The city council decided to build a wooden stockade that would be eight feet long and a mile and a half long. The citizens of Galena waited until it was almost finished and then burned the fence down. Empire didn't really stand a chance after that.

At the beginning of the 20th century, Galena boasted 250 mines and a population of some 30,000 people. A mining town was hardly going to be a bastion of temperance and Galena was noted for its

brothels and gambling. Being a doctor or an undertaker in this town guaranteed you would never starve. But it also attracted violence of a different cause. Between 1935 and 1937, there were several bloody clashes between striking United Mine workers and company police. On one occasion, the National Guard was called out to block off Route 66 in Galena and nine strikers were shot, one fatally. Today the wide main street is quiet and many of the shops closed, but a glance at the substantial brick buildings will show you that this was once a rich place.

Now Galena has a more tranquil claim to fame. When a team from Pixar Films was planning the film 'Cars', it travelled Route 66 looking for



inspiration. In Galena, Pixar's Head of Story, Joe Ranft, spotted by a closed garage an old 1951 L-series International Harvester truck which, in his head, was "Tow Mater". In 2006, a film about the making of Cars found that the old truck had disappeared. The garage had been bought by a local businessman who had no idea about the connection with the film of the rusty old vehicle and declined to buy it in the deal. The truck was eventually found in a field (with the bonnet half a mile away). It was brought back to the restored garage—now a small diner and gift shop called Cars on the Route—where it stands next to another truck which looks far more like its screen incarnation. It's been renamed Tater to avoid legal

5. The Palace Drug Store in Galena is going to be restored as a 1941 garage and Ford Model A museum.

6. The old Kan-o-Tex service station in Galena.

7. Well signed, Route 66 zigzags through Kansas.

8. The Picher Gorillas was the high school football team. Now the school, the town and the people are gone but the water tower stands.

difficulties with Pixar's owners, Disney, and it also marks the start of a parade of cars with eyes and goofy teeth that you will see all along Route 66, proof of how much interest a cartoon movie has generated in an old road.

Death still isn't that far away – opposite Cars on the Road is the Galena Murder Bordello where once a madam and her sons supposedly killed the clients (which doesn't seem good business sense) and dumped their bodies in mine shafts. There's no evidence for this, but it makes a good story for the restored house which, in a blackly humorous touch, has outside a wooden sculpture of a flock of crows. The collective noun for crows is, of course, a murder...

Riverton is the next town and where the old Eisler Brothers

Grocery and Deli has been in continuous operation since 1925. It's also a place where you can get a really good sandwich, something sadly not always possible on the road. Just west of Riverton is a real treat in the Brush Creek bridge. It was built in 1923, the work of James Barney Marsh who patented the concrete and steel truss design in 1912. He built around 70 of what are sometimes known as 'Rainbow' bridges because of the shape, most of them in Kansas. Half remain, although this is the only survivor on Route 66. Two others were dismantled in the early 1990s, but the Brush Creek Bridge was saved and you can still drive over it.

A little further on is a baseball field called the Field of Dreams. ♣



DID YOU KNOW?

The very first McDonald's restaurant was opened on Route 66. On 12th December 1948 the McDonald brothers started selling 15 cent hamburgers on 14th and E Street, San Bernadino, California.

8. Just about the only things living in Treece, Kansas.

9. Bikes, beer and bras at the Elbow Inn Bar and Grill.

10. The Field of Dreams baseball ground.

11. The Marsh bridge over Brush Creek.

12. The Eisler Brothers store in Riverton. Making fine sandwiches for 90 years.

This was the culmination of 15 years of fundraising by a local coach called Don Karnes. The Field of Dreams only opened a few months ago and, hopefully now Don has built it, they will come. Baseball has impressive connections with this part of the world; Mickey Mantle, one of the greatest ever baseball players, lived in Commerce, Oklahoma, but he started his career playing for the Baxter Springs Whiz Kids where the 15-year-old Mantle was spotted by a talent scout. That's one of the more cheerful sides of Baxter Springs' history because, like Galena, much of it is awash with blood and lawlessness.

Baxter Springs was founded by the Reverend John Baxter in 1849, the eponymous name referring to

the supposedly health-giving local mineral springs. They didn't do the good reverend much good—in 1859 he was shot dead in a dispute over property. In 1863, in the middle of the American Civil War, Confederate guerrillas led by William Quantrill (and including Jesse James), ambushed and killed 88 soldiers and 10 citizens, many of whom were unarmed and attempting to surrender, in the Baxter Springs Massacre.

After the end of the Civil War, Baxter Springs' living was based first on the springs (marketed for their alleged curative powers) and then on cattle. For a time, Baxter Springs was the model of a lively Wild West town. For example, in 1872, the Mayor of Baxter Springs, one JR Boyd, shot

dead Marshal Taylor who was attempting to serve a warrant on him. Quite astoundingly, the Mayor was acquitted and returned to his civic duties. Walk from the restored Phillips station which serves as a visitors' centre and you'll find a sign at the very spot where Mayor Boyd shot the marshal.

Other people figured that if the town's own officials could be so lawless, then this might be a good place to visit. Baxter Springs became the most robbed town in America, although I suspect the town might have started that rumour itself to make the place seem more exciting. Crowell's bank was robbed by Jesse James—although apparently that may well be myth. Everywhere claims to have been robbed by Jesse James. The boy got around. In the 1930s, Bonnie and Clyde allegedly robbed the local general store, Edens (which was demolished just this June). And then—also allegedly—came

WHEN A TEAM FROM PIXAR FILMS WAS PLANNING THE FILM 'CARS', IT TRAVELLED ROUTE 66 LOOKING FOR INSPIRATION. IN GALENA, THEY SPOTTED A 1951 INTERNATIONAL HARVESTER TRUCK. IT BECAME 'TOW MATER'



13



14



USEFUL THINGS

POLICE STOPS

If you're unfortunate enough to have red and blue flashing lights behind you (you'll get a whoop of the siren, too), indicate and pull over to the hard shoulder or off the road when you can. You must remain seated on your bike in or in your car. Keeping your hands on the bars or the wheel is a good idea, too. 124 police officers were killed in 2014, a fair number during traffic stops, so don't make any sudden moves. Keep your driving licence and rental paperwork somewhere that's easy to get to and, if that's in an inside pocket or a glovebox, tell the officer what you're doing - and do it slowly.

If you're written up for an offence, don't argue with the officer there and then. He will give you a ticket which will have a date for when you have to appear in court. Hopefully your offence will just be a speeding ticket and you can pay that online and not have to actually go to court. Technically, you could ignore it and fly home, but if you fail to appear in court or pay the fine, you will find yourself under extra scrutiny by US Customs and Border Protection if you return to the USA. The ticket may also be passed to your rental company, in which case it may pursue it and add its own considerable costs on top.

Be warned, speeding tickets are not cheap; my last one cost me around £250. Fines also double in roadworks and if you're caught speeding in a school zone, even handing over your first born won't stop you being charged. It varies from state to state, but a rule of thumb is that anything over 100mph may get you a night in jail. There are less speed cameras in the USA (although that number is increasing) than in the UK, but far more patrol cars on the road and they're sneaky and hide where you won't see them.

IDENTIFICATION

Always carry identification. As you're travelling, you will have your passport with you, but a better and easier method of ID is your driving licence. UK photo card licences are similar in format to those in the US (although you may have to explain the fact that the date is written differently!) and it tends to give Americans a kick that they're pink.

There are all types of situation in which you will be asked for ID - checking into a motel, paying a bill by credit card, buying cigarettes or alcohol, etc. Keep your passport safely tucked away and use your driving licence. By the way, you don't need an International Driving Licence, contrary to what some may say. I've had a California police officer tell me that I can't drive in the US on a British licence, to which the (very polite) reply was that the rental company wouldn't have let me loose with several thousand dollars-worth of their new vehicle if I wasn't legal.

BAXTER SPRINGS' HISTORY IS, THAT OF LIKE GALENA, AWASH WITH BLOOD AND LAWLESSNESS

13. The now-closed Café on the Route was formerly Crowell's Bank in Baxter Springs, as robbed by Jesse James. Allegedly.

14. They like tanks in the Mid-West. There's one in Galena, but this M60 Patton from the Korean War is outside the Baxters Springs museum.

back the next week and robbed it again. By then the springs had dried up, probably because of the local mining work. There's no evidence they were robbed.

When the interstate opened, it bypassed not only Route 66, but Kansas entirely. But the interstate did less damage to this part of the world than the very thing that had ensured its prosperity for so long. It's worth heading a couple of miles south west of Baxter Springs, to Picher and Treece to see the legacy of lead mining.

Most of the bullets and shells used by the USA in both World Wars were produced with material from Treece, Picher and Cardin, three neighbouring towns and the world's largest lead and zinc field. Then, after just a hundred years, people started to realise that both the land and people were being poisoned. Treece and Picher were already

being evacuated when a tornado took out much of what was left of the two towns in 2008. The towns were removed from maps in 2012. It's now a Superfund area and owned by the government (which purchased many of the lots for knockdown prices). The ground is caving in. The piles of tailings are still there, made up of 85 million tons of toxic gravel. And when the wind blows, the dust spreads over the Mid-West. There is enough poisoned water underground to fill a million swimming pools. This is what the apocalypse looks like.

It's one of the most toxic areas in the USA and no-one will ever live there again. But at a derelict fuel station I came across four puppies and their parents, living in the glass and rubble-strewn building, seemingly making their way on their own. I hope the little family makes it. ☘

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TO OKLAHOMA,
THE SOONER
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MONKEYING AROUND

Although the original Honda Monkey bike was produced way back in 1961 and only had a 4.5bhp 49cc horizontal air-cooled single cylinder engine, the name has lived on through various iterations of the machine, including not only those built by the original company but the dozens of copies that have been and still are being built

 **WORDS & PHOTOS:** MDM@FLAT-OUT.COM


While there is a vibrant aftermarket and custom scene for Honda Monkey bikes and their derivatives (whether officially licensed or not), it's rare to see one that could be described as a true custom bike, given that they generally pursue the 'bolt-on aftermarket parts' path of customising.

Not Bob Walton's Monkey, though. That is most definitely a custom bike, although it may not be for much longer. I'll explain why later, but, for now, let's look at just why it is a true custom. For starters, the only original Monkey bike item on this bike is the petrol tank!

Now, look at the frame – it's a one-off, made by Bob himself, although somewhat different to most custom frames that we see. The box section steel frame, which is basically just two pieces of steel welded together, runs from the rear swinging arm pivot point, over the top of the engine and up to the steering head, and then

progresses forward to a second steering head... You probably need to look at the pictures for that to make sense, and that'll be far easier than me trying to explain it any better than I already have. Ahem. Tubular subframes connect the upper rear shock mounts and seat rail to the frame and create engine mountings so that the single cylinder 'Monkey' engine (actually a 160cc copy from 00 Racing) hangs beneath the chunky frame rail.

While the simple frame design is relatively easy to construct, why would Bob want to make the effort rather than just use a conventional Monkey frame? We have to go back to Bob's youth to find out why, as he explains: "One of my earliest recollections was looking at a Triumph Thunderbird and seeing two skinny tubes that seemed to be all there was joining the front wheel to the rest of the bike.

"My engineer father always used to say 'Any silly bugger can design something complicated.' And, whatever else you might say about telescopic forks, they are 

THE FRAME IS A ONE-OFF, MADE BY BOB HIMSELF, ALTHOUGH SOMEWHAT DIFFERENT TO MOST CUSTOM FRAMES THAT WE SEE







SPECIFICATION SHEET

ENGINE:

160cc 18bhp single cylinder OO Racing engine.

FRAME:

Homemade with one-off forward controls using aftermarket pegs and levers.

FRONT END:

OO Racing wheel and disc, Schwalbe tyre, OO Racing swinging arm, mountain bike steering stem, clamp and handlebars, Shirebikes shock absorbers, speedo by VMaxbitz, Wrenchmonkees headlight.

REAR END:

OO Racing wheel and disc, OO Racing swinging arm, Schwalbe tyre.

MISCELLANEOUS:

Wiring loom by owner, frame-mounted checker plate chain guard, aftermarket sidestand, all engineering by owner.

PAINT & FINISH:

By owner.

THANKS TO:

"Ashby Precision Engineering for machining the steering head; OO Racing for nearly all the parts.



"MY ENGINEER FATHER ALWAYS USED TO SAY 'ANY SILLY BUGGER CAN DESIGN SOMETHING COMPLICATED.'"

simple. But why don't they bend when you put the brakes on, and why don't they bend the front of the frame that holds them in place? I think the simple answer is that they do, but the frame and the forks are simply made strong enough to take what's thrown at them. But to get them acceptably stiff, you add weight. Worse than that, when you brake, teles can compress by about four inches. The bike leans forwards and the angle of the steering changes. Did you ever marvel as a kid when bigger boys could ride their bikes with no hands? The front wheel is a caster, and the bike will balance naturally if the angle of the steering head is right. But when you brake or accelerate, with telescopic forks, the angle changes. So the natural balance of the machine alters, and the rider has to compensate for that. I have heard loads of people

say dive is good. The steering sharpens on the brakes, just when you need it to turn into a corner. I think this is horse s**t. If it steers better when it's leaning forward, why not lean forward all the time..."

It was these thoughts that led Bob to reading Tony Foale's seminal work, 'Motorcycle Chassis Design and Handling', and also to speak to sidecar racing supremo Trevor Ireson, both of whom taught him enough to be able to get stuck in and build his own machine that didn't use telescopic forks.

Essentially, the plan was to build a bike to see if the design worked, using aftermarket Monkey bike parts because, well, because he could. And because they're both cheap and available. Most of the components were supplied by OO Racing, including the engine, the swinging arms both front and rear, the wheels, the rear shock





ONCE HE'D BUILT IT, AND PROVED THAT THE ENGINEERING WORKED, BOB GOT A LITTLE CARRIED AWAY AND MADE IT ROAD LEGAL

absorbers, the brakes, axles and many other small parts.

While the rear end is pretty conventional, with a very low seat height, the front end also uses a swinging arm mounted on a pivot in the forward steering head that is connected to the 'normal' steering head in front of the petrol tank by a single pivoted linkage. The front swinging arm can thus turn and, with its steering head leaning backwards, it has a natural caster action that gives inherent stability, even at very low speeds – unlike conventional forks which tend to flop one way or the other at low speeds or when stationary. The steering is light and stiction-free, with no dive under brakes and, as you can see from the riding photos, gives a very low profile for much less wind

resistance than a normal 125cc bike. It might look long when compared to a normal Monkey bike, but this machine has a turning circle much smaller than Bob's Suzuki SV650, and it's only about two thirds the weight of a normal 125.

Once he'd built it, and proved that the engineering worked, Bob got a little carried away and made it road legal. Following this progression, he has since applied for a grant to develop it, and to build a couple more to sell to the public. If they sell, he can build a few more and then... world domination! Well, it's a plan!

You can see the funky Monkey in action on our Facebook page, where there's also an email address if anyone wants to get in touch with Bob for more details on a rather remarkable build. ☛



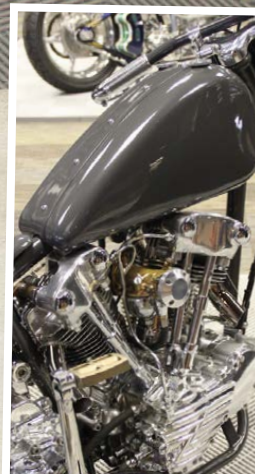


WORDS & PHOTOS: BLUE

ARTISTRY IN IRON

FREMONT STREET EAST, LAS VEGAS, NEVADA

Now, what would you imagine of an event called the Las Vegas BikeFest? Bling, sparkle, glitz, dancing otters, all the shimmering carnival and tat that constitutes Sin City, except with added wheels?



Magnificent engine. Oddly shaped. Very grey paint. I'm not feeling it.

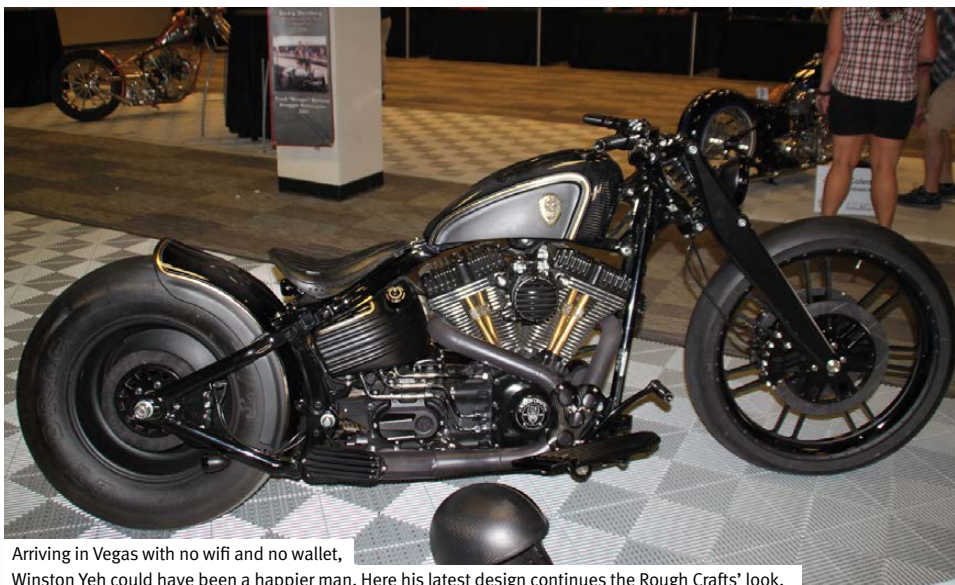
Even prettier in real life, 'Seven' by Jeremy Cupp at LC Fabrications, the winner of the show.

Well, that's what you would expect, but, for the first few years of the event's history, that wasn't quite the case. The first thirteen editions of the Las Vegas Bike Fest were held at the Cashman Center. This is, as it sounds, a convention centre (note proper spelling of the word), and an impressive one at that—two huge halls, fourteen meeting rooms and a large theatre. But it could be anywhere. You can get on a motorway—or interstate—from virtually anywhere in the United States and arrive almost at the door of the Cashman Center. But, with the exception of seeing the Stratosphere on the skyline and the occasional illuminated casino sign, you could be in any city, almost anywhere.

Admittedly, there have been events arranged in the city but, with 'Rally Central', the traders' village, the bike show and the public competitions at the Cashman Center, for me it never really fulfilled the promise of a weekend called 'Las Vegas BikeFest'. I went a couple of times and then quietly stopped. But this year the organisers decided to move the whole event actually into the heart of downtown Las Vegas, so I figured it was only fair to give it another chance. However, it

would be a small window of opportunity on my part, due to the road calling me, but time enough to see the Artistry of Iron exhibition which has always been my favourite part of the event anyway. While I'm sure the joy of riding around Las Vegas and then shopping for a new half shell helmet (Nevada enforces a helmet law) which will make you look as if you're wearing a tortoise on your head is immense, I was happy to settle for just looking at top quality custom motorcycles.

The event had indeed moved from the sterile confines of an all-purpose exhibition centre to an environment that could only be Vegas. Rally Central was a block away from the end of the Fremont Street Experience. This is like a pedestrian mall but with lights. Lots and lots of lights. And a zipline. And some of those creepy human statues. I suspect that the whole purpose of the Fremont Street Experience is to make the rest of Vegas look really classy. While the new venue did actually put the 'Las Vegas' in 'Las Vegas BikeFest', it did bring with it one or two downsides. At least the Cashman Center has a huge car park, whereas parking, even for motorcycles, is at a premium in downtown Vegas. Even stand still too long and you can find yourself with a ticket. With road



Arriving in Vegas with no wife and no wallet, Winston Yeh could have been a happier man. Here his latest design continues the Rough Crafts' look.



'Thugnificent' by George Stinsman at Chaos Cycle



Titanium-framed Pan by Will Ramsey at Faith Forgotten Choppers in Indiana



Kenji Nagai of Ken's Factory is thrilled to be at Artistry in Iron. Seriously, that IS Ken being thrilled.



Not one of those chaps in the background knows what that engine is...



Troop of Scouts.



From Revolution Speed, parts and bikes manufacturer, this just seemed to be several bikes in one.

closures and security patrols, it wasn't possible to even park up for a while to have a look at the event before committing yourself to handing over your dollars and being directed to an empty lot further down the street.

However, I had a plan. I had friends staying at the Plaza at the opposite end of Fremont Street, so it seemed a good idea to meet Trev there (Mrs Trev wisely waved us young things off while she took full advantage of the hotel's swimming pool). In the foyer was a queue of several dozen folk clearly in town for the BikeFest, most of them uncomfortably clad in several varieties of cow as the Plaza's air conditioning struggled against the 100-degree Fahrenheit height outside. I kept hoping someone might faint and provide an amusing photo opportunity (not for me, obviously—I was vastly outnumbered and it wouldn't have seemed a good idea). Equally amusing was the moment when the street doors behind me opened, revealing a small couple in their seventies, attired in matching long shorts and Hawaiian shirts. They came to an abrupt halt, clearly wishing they'd checked what was on in town before booking their weekend break. They were still standing there, open mouthed, when Trev and I set off for the show.

THE FREMONT STREET EXPERIENCE IS LIKE A PEDESTRIAN MALL BUT WITH LIGHTS. LOTS AND LOTS OF LIGHTS. AND A ZIPLINE. AND SOME OF THOSE CREEPY HUMAN STATUES

I don't think we'd even crossed the road before I was moaning how far away the event was...

Luckily, we found the Artistry in Iron display easily, although it wasn't officially open for another hour. A nice security man informed us we couldn't go in, to which I adopted my usual approach of smiling, saying, 'Oh I'm sure we can, my good man. We're British!' and striding past him. This works on a surprisingly large number of times.

Each year, Las Vegas BikeFest invites a number of builders to enter a bike in the Artistry in Iron display. It's a chance for them to compete against each other, as



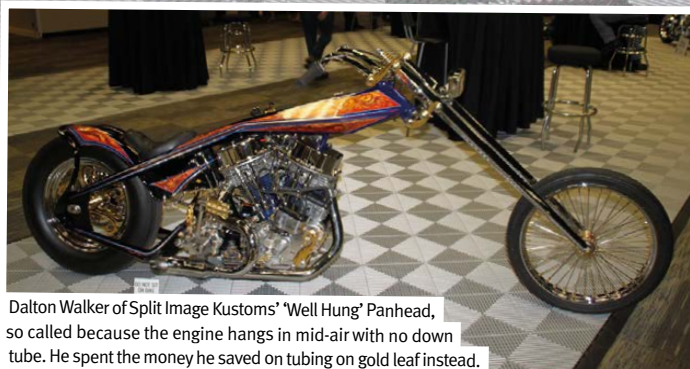
MEN IN 'DOO-RAGS', WET T-SHIRT COMPETITIONS, BLOKES SEEING WHO COULD CARRY A BEER KEG THE FURTHEST, ALL THE STUFF THAT YOU THOUGHT DIDN'T ACTUALLY EXIST ANYMORE

● Trike by Shaun Ruddy at Coupe DeVille in Australia. Art Deco lines, Shovelhead motor, oil in frame, nitrogen shocks, no diff... Does it work? I don't know.

well as for the public to not only see some of the top bikes of the year up close, but also to chat to the builders who are allotted a stool and a time to 'meet and greet'. It must be said that some builders enjoy this more than others. A few looked as if they'd prefer root canal surgery and a couple didn't appear to leave the bar all afternoon.

For 2015, the invitation display included twenty machines, from the stripped down speedway-inspired Buell/Ducati of Jeremy Cupp ('Lucky Seven', 100% Biker #199) to the latest bike designed by Winston Yeh of Taiwan. In between were such gems as 'The Dealbreaker' by Rick Bray, last year's Artistry In Iron winner, a motorcycle which involved a stunning amount of detail and one of my own favourites, the latest creation from the king of minimalism, Max Hazan, whose work first appeared in 100% Biker #181. This caused a great deal of head-scratching among spectators as they either tried to work out what the engine was, or confidently (and, in every case, wrongly) announced to their friends that it was a... and here you can fill in just about any V-twin motor of your choosing. We brought you Aniket Vardhan's beautiful Royal Enfield-based Musket engine in the News pages some months ago, but I doubt the vast majority of visitors had heard of the Musket, let alone seen one. However, it afforded Trev and me some happy moments, just standing back and eavesdropping on people's conversation about the bike.

To my great pleasure, the rest of the competitors voted Jeremy Cupp as the overall winner in this peer-judged contest. Although we've regularly emailed each other for some eight years, it was the first time I'd met the Virginia-based builder and that was worth the price of admission alone. If I'd paid to get in, that is. I am British,



Dalton Walker of Split Image Kustoms' 'Well Hung' Panhead, so called because the engine hangs in mid-air with no down tube. He spent the money he saved on tubing on gold leaf instead.



Max Hazan, a young Indian engineer and two Royal Enfield motors. One dazzling motorcycle.



'Dealbreaker' by Rick Bray at RKB Kustom Speed, a cross between jewellery and clockwork. Bling but massively clever.

you know. The prize money seemed to ameliorate the fact that Jeremy would clearly have been just about anywhere else in the world than Las Vegas!

After that, we ventured back onto Fremont Street where the event was proving that it was the same old BikeFest with glitzier surroundings. Men in 'doo-rags', wet t-shirt competitions, blokes seeing who could carry a beer keg the furthest, all the stuff that you thought didn't actually exist anymore other than in cheesy biker TV movies. It was only a matter of time before the baggers with 30-inch wheels started rolling in so, having seen the best of the custom side, Trev and I went and looked at John Gotti's Jaguar XKE instead. You can do that sort of thing in Vegas. ☘

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DISCO BISCUIT

Ever caught yourself wondering where old bikes you liked ended up? Ever pondered on their current whereabouts and what you would do if you found one covered in dust and available at a bargain price? These questions are purely rhetorical – of course you have, it's what we do!

 **WORDS & PHOTOS: ALIEN 4**

However, except in rare cases, bikes get recycled, blow up, lost, or just disappear off the face of the earth. About 20 years ago, Chiff bought a mint, low-mileage, first-generation, tuned Suzuki GSX-R1100 with Yoshi cams, polished and ported head and fancy carbs. He took it to a mate, Little John, and did a deal whereby he would pay for John to go to Daytona and John would build him a full-on kick-arse streetfighter.

And that's what happened. Nowadays it isn't the most radical ride, and you'd probably call it a generic Chopper Club-style streetfighter. But at the time it was pretty cool. It had the standard running gear and engine squeezed into a single top tube, double cradle frame with a dropped seat and loads of triangulation round the swinging arm pivot. The aim was to make it as short, compact and low as possible so you could chuck it about a bit and still get your feet flat on the floor.

Styling-wise, it was nothing outrageous; Quickbob tank, Sleekbob rear mudguard, Yoshimura four-into-one, twin Bates, etc. Cosmetically, it was a bike only the 1990s could love—royal blue frame, deliberately clashing metallic purple tank and

mudguards and bright yellow wheels. I helped bolt it all together and was the test rider. It was ridiculously quick, ridiculously good fun, handled really well, stopped on a sixpence, span up the back wheel and popped wheelies on the throttle at the drop of a hat. Lovely. Everybody wanted it. And then we lost track of man and bike. For 20 years.

Anyway, one day, on a trip down to the local bike shop, there it was in the car park! Chiff's Gixer! The tank and seat were off, there were bin-liners over the engine and carbs, but it was intact. The shop owner was going to break it and flog the bits on eBay, but, like an idiot, I turned up and bought it.

In the cold light of my garden, I found it had been more poorly stored than at first glance, but nothing that a bit of elbow grease wouldn't cure. Mechanically, it just needed a new battery, oil and filter change, the hydraulic clutch bled and the brakes sorting, but other than that it seemed okay. On the surface. The real turd in the soup was the tank. It looked reasonable from the outside, but inside was a horrible powdery mix of rust and crumbling tank sealer. To cut a long story slightly shorter; paraffin, nuts, bolts, shaking, rinsing, brake cleaner, more jet washing, every tip

THERE WAS NO DISGUIISING - OR ADEQUATELY RATIONALISING - THE COLOUR CHOICE THAT CHIFF MADE. I DECIDED TO MAKE IT WORSE







THE TANK CAME OFF. THE PETROL WAS DRAINED. THE TAP IS IN THE FIELD AT THE BACK OF THE HOUSE

you've ever seen on Youtube...

I binned the clip-ons as they're not really suited to the portly gentleman and fitted some knock-off Renthals. I went through everything, trying to eliminate all the potential 20-year-old teething problems. And then I decided to do something about the cosmetics.

There was no disguising - or adequately rationalising - the colour choice that Chiff made. The only thing that I can put it down to is his predilection for the '90s rave scene (hence the 'Disco Biscuit' soubriquet). I decided to keep the leery theme. In fact, I figured I'd make it worse. The only way to go would be to paint the tank and each side panel a completely different eye-poking colour.

I started to rub down the tank, taking out some of the high spots and blistering and started to poke about with a crack, hoping to dig it out enough so I could fill it, sand it down and have an easy time of it. No such luck. The culprit was a lump of filler where John had welded a plate over the original

filler cap. Filler doesn't stick too well to rust. I started again, showing remarkable patience for a man with absolutely none in normal circumstances.

Finally it was time to spark it up. Carefully I poured the fuel in and carefully dripped it on the paint. Then I tried to wipe it off and took the lacquer with it. Unfortunately my explosive utterance of the 'C' word sent me into such a spasm of rage that I slopped a load more petrol elsewhere. Cock. Anyway, finally I was allowed to go for a ride.

I was a bit startled, to say the least. It sounded pretty evil when you fired it up - that sort of angry throttle-blipping 'whap, whap' that F1 cars have—but I'd forgotten what it went like! Jeez! Anyway, I had some fun. Nobody died and I didn't get arrested.

Obviously I had the inevitable fuel tap, filter cloggage at the end of my first ride. As I was expecting it, I remained calm and Zen-like, drained the tank of the half-gallon of black coffee that remained,





THAT'S WHEN I SAW IT. RIGHT DOWN THERE IN THE BOWELS, IN THE DARK WHERE ONLY TROLLS LIVE

strained the worst of the 'grounds' off and poured it in my Beemer as that's got jets like drainpipes and doesn't care. An hour later, all was good again, until I noticed it was starting to drip out of the pipe connections. Took the tank off again, still fairly calm even though modern petrol had stripped the lacquer off. Again. Cleaned it all up and sat staring at it daring it to leak again. It didn't. Well, not then anyway. Took it up the road. Lovely. All cool. Filled it up, went up the pub. Came back from the pub. Slept. Went to work. Came home from work. Everything cool, dry and leak free. I got changed, grabbed my hat and coat, went outside and yeah, you've guessed. Petrol pissing out again, this time out of the tap to tank join as well. The tank came off. The petrol was drained. The tap is in the field at the back of the house. I found another one, fitted a new gasket kit and put it all back together. I read my 'Little Book Of Calm'.

Then there was the soggy rear suspension The rear shock was

way too soft, even with the pre-load on max, so I whipped the bugger off, stripped it down, rebuilt it with new oil, seals, etc and knocked up a 1-inch preload spacer out of some 2-inch tube and a bit of plate. Lovely, should be a bit stiffer with the extra preload anyway.

Or so I thought. Stuck the bugger back in with a modicum of swearing, wiggled it about to line up the holes, stuck the bolts through, bolted up the bottom one and then proceeded to ham-handedly drop three nuts in a row down into the depths trying to get the top one to catch the thread. Being the last three nuts I had in that particular thread, I had to find them. It was apparent that all had lodged between the castings of the swinging arm pivot and the bottom of the spring, so I had to lean the bike right over, jack the back end up and lie on the floor with a bit of pokey wire and a torch. Fished the last one and lay there for a bit, thinking calming thoughts.

Which is when I saw it. Right down there in the bowels, in the

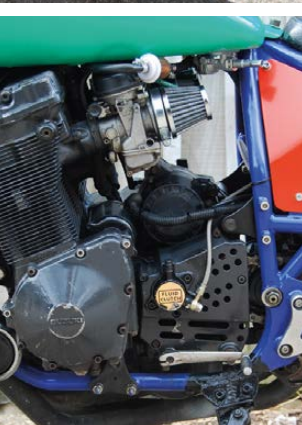
dark, where only trolls live... a crack. Not just a crack, but a massive gaping Grand Canyon of a crack, right where the bottom linkage of the swinging arm pivots on the frame! Right round the cross tube, across the tube for a bit and half way round the other side. Arse!

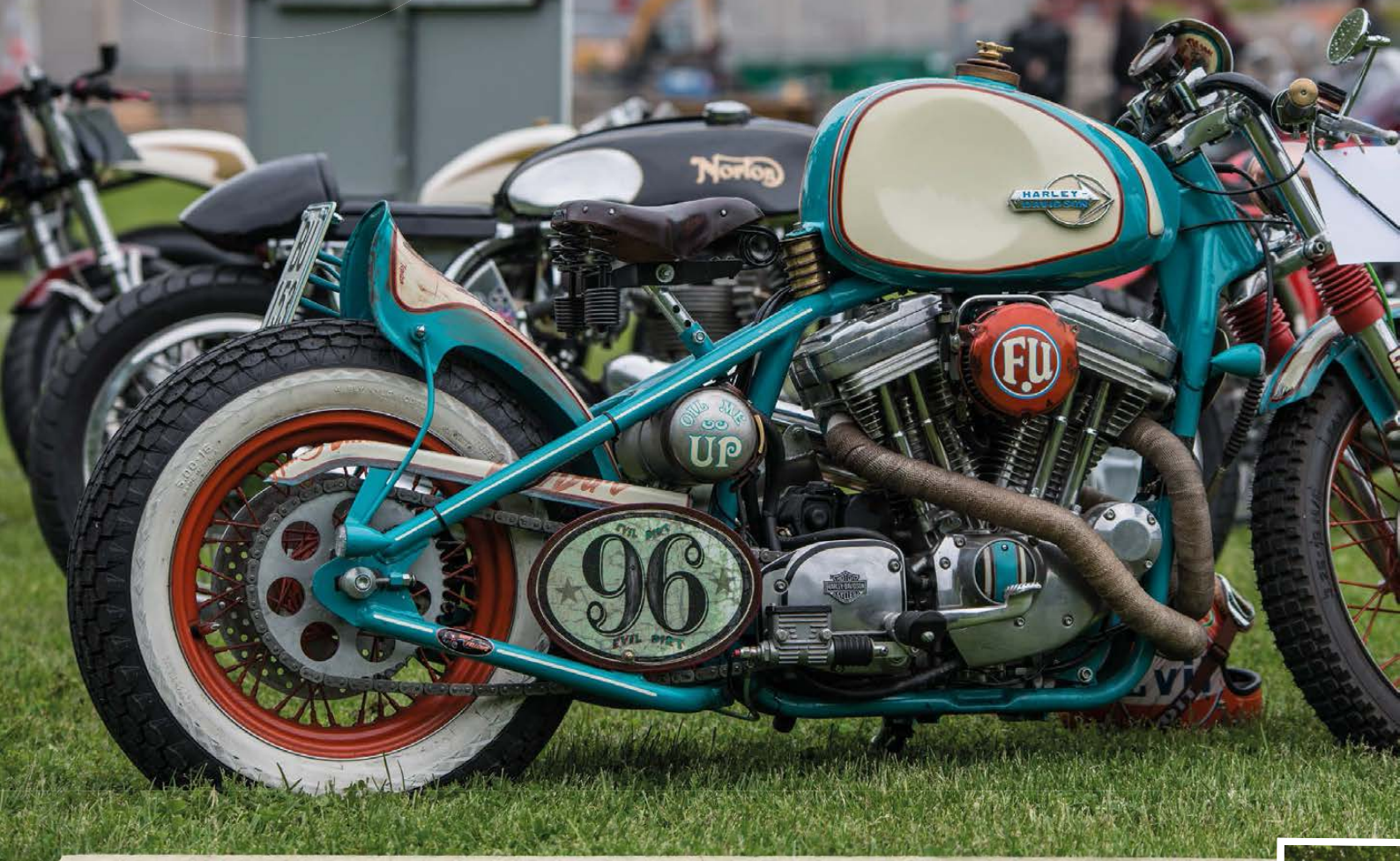
So, just when we were getting acquainted, the Biscuit was back on the bench. It wasn't that hard a fix—even I could do it. Except that fate and my innate clumsiness took charge when I fell over on my wrist, making me unable to wield trousers let alone tools.

And, after all that, I sold it. It'd sat there for months; I couldn't ride, let alone fix anything; I was skint and feeling a bit miserable and somebody wanted it more than me. So it went. I know where it is, mind. I'm keeping an eye on it. It's looking much more sober and sensible now, with a nice coat of sensible paint and tasteful little bits and bobs here and there. But I know where it is and where it came from.

And I still have three half-tins of paint left.

The Disco Biscuit is indeed up for sale. Ring Rob on 07999 183853 for information. ☘





WORDS & PHOTOS: FLORIS VELTHUIS

NORRTÄLJE CUSTOM BIKE SHOW 2015

SOCIETETSPARKEN, NORRTÄLJE, SWEDEN

The custom bike show in Norrtälje is one of the most established outdoor shows in Europe, which is hardly surprising as it's been attracting the best of Scandinavia's custom bikes since 1971 and, despite being a short event—barely more than an afternoon—it's a prestigious event at which to win a prize

Always held on the first Saturday in June in a park in Norrtälje, near Stockholm, it's run by Twin Club MC Norrtälje, one of the country's oldest bike clubs. I visited the show several years ago and I enjoyed it so much that I had wanted to come back again. This year, I got that opportunity and I planned the trip together with my father—a nice birthday present for his 70th birthday!

With a mini van (because I had my bike—the Flowster—in the back) we took the ferry from Kiel to Göteborg and then a scenic route along the E20, which is a long road running over 300 miles straight to Stockholm, across impressive forest and mountain landscapes. I can see why Swedish bikers appreciate riding their long-forked bikes here!

You can say that I was pretty excited to be in Norrtälje show again, because when I woke up when there was daylight outside the curtains of our hotel

room and my first thought was, “Finally morning, it's time to go!” It was 3am. Swedish summer doesn't seem to recognise the difference between night and day and the hands of the clock crawled slowly until it finally was properly morning and it really was time to head to the Norrtälje harbour.

When you say the word ‘chopper’, most people think immediately of the USA. But I prefer the unique style of the Swedish and Finnish builders. Scandinavia has a long tradition in motorcycle building and a culture and style all of its own. Since the winters are long in Scandinavian countries, and these guys have plenty of creativity as well as long nights, the bikes you see in Norrtälje are among the best in the world. There's no doubt that Norrtälje shows the best bikes from Scandinavia, along with many long-distance contributors from all over Europe.

Some of the bikes were being seen in public ◊





THE E20 IS A LONG ROAD THROUGH IMPRESSIVE FOREST AND MOUNTAIN LANDSCAPES. I CAN SEE WHY SWEDISH BIKERS APPRECIATE RIDING THEIR LONG-FORKED BIKES HERE!





for the first time and apparently a few had been assembled on the way to the show with the paint barely dry. Many countries have a particular show for which people aim to complete their builds and unveil them, and this is the one for many Swedes, as well as builders from other countries.

It was said that 2015 saw less bikes at the show than in the last few years. The reason might be that last few events have suffered from bad weather and this year the day also started with a few rain drops. However, the sun soon began to shine and the many visitors enjoyed all the bikes and stalls in the park, as well as the stalls and other attractions. Norrtälje is one big festival where there's a lot to see and to hear. Everywhere there was something going on. There was a jet-powered (!) snowmobile, and this brutal beast was fired up—quite literally!—once a hour. It was, well, LOUD! I'm pretty sure that even the building at the opposite side of the harbour might now have cracks in its walls, to say nothing of the visitors' ears, with a pro-pulse dragster also creating some heavy thunder in the park. There was no time to be bored with the displays which included an

impressive show with FlyBoards in the harbour.

Norrtälje is not only an annual meeting of bikers, it's a important competition, too. The Norrtälje Custom Bike Show is the Nordic heat in the AMD World Championship of Custom Bike Building, with three winners being chosen to attend the final in Germany next year. There were also a number of other trophies to be won in the total of eleven classes. Being an entrant in the show, I had to vote for the best bike in each class and I can tell you that it was a difficult task! The overall quality was high, and some classes like Harley Chopper attracted such a high number of bikes that it was almost impossible to choose.

In the Custom class, the jaw-dropping 'Slugger' BMW racer of Stellan Egeland was my personal favourite and it's one of the most technically interesting bikes I've ever seen. However, it is several years old now and had been a prize winner here before. Another real stunner was the slimline Panhead built by Markus Raunio of Finland and it went onto win the Best Classic Custom category.

As expected, the long and low Swedish-styled bikes dominated, especially those with the clean and uncluttered look that only the Swedish know how to



NORRTÄLJE IS ONE BIG FESTIVAL WITH A LOT TO SEE AND TO HEAR. EVERYWHERE THERE WAS SOMETHING GOING ON



build. The bagger hype also has also planted its big tyres on Swedish soil, big fully-dressed Harley with air ride that dropped them right onto the grass, although I have to admit some had damn impressive paint jobs.

And the Flowster? At the gate, the organisers decided my bike—built by Rno Cycles—belonged in the Café Racer category, a new class in Norrtälje this year. I really didn't expect to achieve anything in a show like this and I was really surprised when I was called to line up for the prizegiving. To my surprise, my Rno Cycles Ironhead won not only the Café Racer category but was also awarded the Jury's Choice trophy. *[Here at 100%, we are immensely proud of Floris, Arno at Rno Cycles and the Flowster—which you will be seeing here soon—and would like to add our huge congratulations. Blue]*

The Norrtälje Custom Bike Show was fantastic, while the atmosphere might just be the best of any bike event anywhere and I'm sure I'll be heading 'up north' again in the future. The next day we took a wonderful trip through Stockholm, which is a great and old city. Sweden was good to us this year! ☘

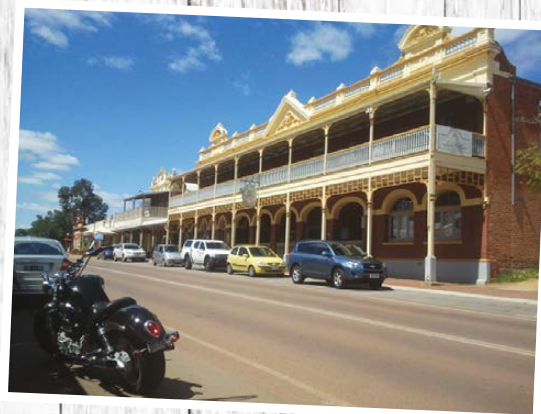


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Buttermere Cottage

The North East of Scotland is one of the lesser-known treasures of the United Kingdom, and while it might not be an automatic choice for a winter getaway, it can be as stunning and dramatic at this time of the year as in summer. It also boasts some of the best motorcycling roads in the country and Buttermere Cottage, 40 miles north west of Aberdeen, offers the ideal temporary home for anyone wanting a biking break

Since the beginning of 2015, Rachel and Graham Nowak have been welcoming people to the 2-bedroom farmhouse cottage they've redeveloped into holiday accommodation, fitting luxury shower rooms, a fully equipped kitchen and rooms modernised to the highest standards (in fact, they were awarded a 4-star rating by Visit Scotland just last month). The cottage has central heating, a washer/dryer, Freeview, Playstation 3, games, DVDs and wifi. There's ample off-road parking for several bikers, as well as secure indoor storage for which there's no charge, although please let the Nowaks know in advance if you want your pride and joy under cover.

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There's ample off-road parking for bikes and secure indoor storage

The kitchen is set up to provide everything you would need to cater for yourself (apart from food, of course), and supplies are available locally or at supermarkets in Banff, 5 miles away. However, if you can't cook, won't cook or just can't be bothered, there's a number of nearby restaurants and takeaways nearby. You'll be greeted with a welcome pack and freshly baked cupcakes when you arrive, while Rachel and Graham can also help if it's a special celebration with flowers and homemade cakes – just talk to them beforehand.

As well as the grin-inducing roads, there's a variety of attractions in the area, from

dolphin spotting to distillery tours, plus Glendronach, Glenglassaugh and Strathisla distilleries are all nearby where you can take a sample away with you for later. Alternatively, you can spend your time wildlife spotting as this is a location which attracts badgers, deer, bats, countless species of birds and even the protected pine marten.

In addition to the self-contained Buttermere Cottage, the Nowaks also offer B&B accommodation in the steading next door with off-road parking by the room, free wifi and a cooked breakfast, while if you mention that you're a 100% Biker reader (quote 100BIKER), you'll get a 10% discount on your booking. ☼

SOME KIND OF MONSTER

It may be immensely politically incorrect, but if I say 'bike builder' then you will probably think of someone not necessarily burly and bearded, but who is most definitely a him. Maz Edwards, however, is blonde and statuesque and most definitely a lady, and she builds bikes

 **WORDS:** BLUE AND MAZ EDWARDS **PHOTOS:** CHRIS REES





However, not for much longer unfortunately, as she has decided to retire, and the custom world – particularly in the South West – will be a little duller and certainly less glamorous for it. This is the story not just of a build, but of how the torch will be passed to ensure that her Weston-super-Mare company will continue. This was, says Maz, “a project that started out with a barn find which rapidly descended into a nightmare of rust, bodged construction, dodgy welding and a whole lot of cobwebs.”

Local chap, Tim Hockin, had previously built what Maz calls a ‘rather mean’ Suzuki Bandit streetfighter, while his daily ride was a customised Honda VT750 Shadow. However, that acquisition of a barn find (or should that be ‘barn found’) Honda CB900 sent him down the bobber route for the first time. He had planned to do the rebuild at Mazchopz, but she was far from impressed when a rusty hulk turned up in her workshop. She informed him; “You’re on your own with this one. Impress me and you’ve got a place in the team.” No pressure, then.

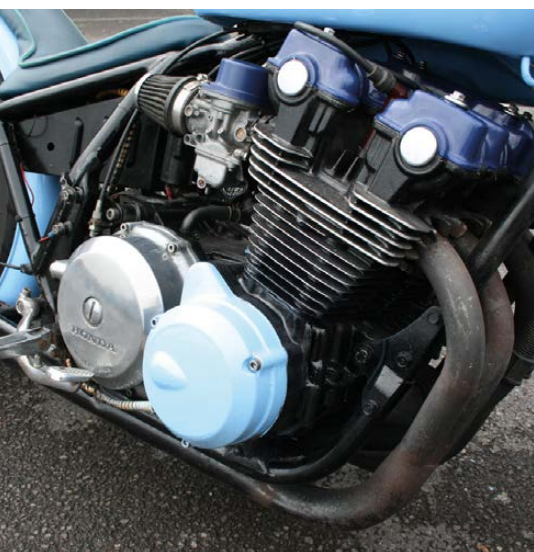
Under Maz’s ever-watchful eye, Tim stripped the bike down to a bare frame and then sorted out the horror story he found, featuring a cast of dodgy welding and a complete lack of steering stops. The rear wheel rim was

so rusty that it collapsed while being blast cleaned. It was duly replaced by a Honda VT750 wheel, the slight problem being that this rim was wider than its predecessor and so, after Tim had asked nicely (and probably made the tea for weeks), Maz machined the hub to fit and, while she was at it – and after more wheedling by Tim – fabricated some new front wheel spacers, these also being missing in action, allowing the wheel to float from side to side, an interesting if somewhat hair-raising effect.

Meanwhile, Tim sent all the relevant tinware to Jed Hembro, who fitted in applying the two-tone blue just before he himself retired. While that was away, Tim painted the frame black and tidied up the original wiring loom, pruning it as necessary. He also refurbished the forks and the twin leading shoe brake set-up. Maz then made him a new front brake cable and, just like that, he had a rolling chassis.

From the beginning, Tim had known what he wanted the bike to look like, and that vision included such features as the high-mounted Bates headlight and the old Harley Panhead-style frame underneath it. Once the paintwork had returned, the rest of the bike went together fairly easily apart from the usual carburettor issues to which old Hondas are prone. There were one or two teething problems – the first road test saw one ◀

**THE COLOUR SCHEME, MONSTROUS SOUND
AND ITS NIGHTMARISH BEGINNINGS LED
TO THE CB BEING NAMED ‘SULLEY’**



MAZ INFORMED TIM; "YOU'RE ON YOUR OWN WITH THIS ONE. IMPRESS ME AND YOU'VE GOT A PLACE IN THE TEAM." NO PRESSURE, THEN.

of the exhaust baffles exit at high velocity, never to be seen again. There was a brief halt at the roadside, the other one was removed and its whereabouts too are probably unknown now as, unmuffled, the bike both sounded and ran well with a real bark to it. Maz says; "The colour scheme, monstrous sound and its nightmarish beginnings led to the CB being named 'Sulley'." This will mean nothing to anyone who hasn't seen the Pixar film, 'Monsters, Inc'...

Although, once it was finished, Tim decided not to keep the Honda, it already has been promised a new home with Doug, a retired Wall of Death of mature years – in fact, you may remember a previous bike

that Maz built for him ('Wall of Life', #178 100% Biker). It will be slightly different to Tim's original vision now because Doug has commissioned Maz to build a one-off custom sidecar to attach to the Honda.

And, in best traditions, there is a rather happy ending to this story. After Tim had finished 'Sulley', Maz realised that she had found the person she was looking for to take over her business when she is ready to retire and take things easy for a while. Tim is now working alongside Maz as a permanent member of the team, and the business has already been renamed 'TH Chopz' in preparation for the day when Maz finally hangs up her welding torch. ☒



SPECIFICATION SHEET

ENGINE:

Honda CB900 inline four, cone-type air filters, 4-into-2 exhaust system, standard oil cooler

FRAME:

Twin downtube, stretched and hardtailed, Harley-style foot pegs.

FRONT END:

21" spoked wheel, Avon Speedmaster MkII tyre, TLS drum brake, Triumph forks, stock Honda yokes, custom brake cable, wide beach 'bars, custom switchgear, white 'Cola bottle'-style grips, mini speedo in tank panel, Bates headlight.

REAR END:

16" Honda VT750C wheel, Bridgestone tyre, stock drum brake, modified Harley mudguard, custom torque arm, Honda CB900 front and VT750 rear sprockets, aftermarket chain, custom short sissy bar, twin cats-eye taillight.

MISCELLANEOUS:

Fatbobs petrol tank, minimal seat, custom electrics box, sidemount number plate by owner, Panhead-style horn, frame modifications by owner, rear wheel modification and wheel spacers by Maz Edwards.

PAINT AND FINISH:

Tank, mudguard and some casings in Cobalt Blue and Gulf Racing Blue by Jed Hembro. Frame and other engine parts painted by owner. Powder coating by Swifco. Polishing by owner.

THANKS TO:

"Jed for the paint; Swifco for the powdercoating; Toni at The Bike Works for mechanical wizardry in those head scratching moments, and Maz for a prod in the right direction, guidance and mentoring and the occasional making me do it myself!"

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NICE OUTFIT

I was busily snapping away at a hotrod event up in the Lake District, when, amongst all the candy-apple and chrome-wheeled finery driving in, I spotted this little beauty

 **WORDS & PHOTOS: ODGIE**

All I could really see as it went past was a Steib Bullet-esque sidecar body. Behind that were some flat Flanders-style 'bars, a pancake tank, Harley-looking seat and a fatbob mudguard, but the sound certainly wasn't any sort of Harley. Big Brit single and Beesa-rish was my first guess and, as first loves always come first, it wasn't a tough decision to ignore four wheels for an hour and go and find the bike.

Satty built this outfit about twenty years ago, starting with the early 1949 B31 350cc engine. Needless to say, it has a story behind it (that's the wonderful thing about bikes like these, you just know there's an interesting history waiting to be unfurled, one always more entertaining than a mere list of where all the new parts came from). A local builder was doing some work for Satty and spotted his old lawnmower. "Will you sell me your lawnmower, I really need one?" "No, but I'll swap you for something, what have you got?" "Well, I've got an old motorbike engine..."

Other bits were either bought cheaply or were already in Satty's parts stash. The M21 frame and plungers were £40 via an ad in Old Bike Mart, while the B33 head and barrel to take the motor out to 500cc came from Shepton Mallet autojumble. But mostly the bike was built in the time-honoured fashion of skill, ingenuity, and

what was lying around in the shed. The wheels and forks are Norton, long Roadholders, probably from some 1950 Dominator. No stranger to engineering, Satty turned up the adaptors to fit the taper-roller Norton yokes to the cup-and-cone BSA headstock.

The rear wheel proved slightly more problematic; to get the Norton wheel to sit in the plunger axle plates took yet trick spacers, and even then the rear rim had to be built an inch out of line to clear the chain. Figuring that, on an outfit, a bit of extra track would probably do more good than harm, Satty left it at that, and the plot steers well enough as it is.

Satty originally built his own sidecar body using an old chassis he got from a backstreet dealer in Chichester, but then ended up buying an M21 with this chair attached. The Zeppelin-style sidecar body was coach-built by a guy in Ipswich (although Satty bought it from Crieff in Scotland), and it was so nice that he sold on his homemade sidecar. He says; "I set all the geometry up according to the book, but then it all moved around a little anyway and just settled down where it wanted to be..." The chassis was originally a Watsonian, complete with its oddball 'wobbly wheel' suspension system. Basically a short vertical swinging arm mounted in an isolastic bush, the wheel was left to rock back and forth rather than up and down. Being more trouble ◻

"WILL YOU SELL ME YOUR LAWNMOWER, I REALLY NEED ONE?" "NO, BUT I'LL SWAP YOU FOR SOMETHING," "WELL, I'VE GOT AN OLD MOTORBIKE ENGINE..."







MOSTLY THE BIKE WAS BUILT IN THE TIME-HONoured FASHION OF SKILL, INGENUITY AND WHAT WAS LYING AROUND IN THE SHED

than it was worth, Satty cut the whole assembly off and then made up his own solid mounting, using a Citroen 2CV spindle and solid three-stud wheel.

The remaining bits from the shed include the BSA Bantam tank. Seeing as the outfit was built to cover miles, and given the vibration from any big single (along with the propensity for Bantam tanks to split along the seams), Satty made the wise decision to locate it by cutting off the original solid mounts, making supports and rubber buffers, then holding the tank down with the leather strap. The seat is indeed an old Harley police seat mounted on 3-inch springs, and Satty made the handlebars up himself using sections from Norton Flats and Triumph Export bars.

All this was taking place while Satty was working in Weymouth in the mid-1990s, but when he moved back up to Barrow he took

it along to finish it. He then rode the bike for a while, but it started to suffer from magneto trouble (despite being supposedly 'rebuilt'), and, with one thing and another, the combo sat around for about ten years. Then, when a mate decided Satty's 40th birthday should be celebrated by all his mates riding to the Isle of Arran on slow old bikes, he had the incentive to drag it out and get it going again. Once the mag was fixed it's proved pretty reliable, apart from the odd starting-from-hot issue caused by the rather tired Monobloc carb. Satty did try a more modern Mikuni (hence the cutaway in the oil tank), but the Amal somehow just seemed to find its way back. Some things are just meant to be.

It might be built from 'bits I just had in the shed', but it's the eye for using the right bits, and tying them all together that really makes a bike. Even something as simple and not immediately striking as

using the same shade of paint on the tank as the sidecar upholstery, or the way the one-off 'bars have really been carefully created to give the bike its own style, yet still the correct wide-handed riding position to give both comfort and control on a three-wheeler with all their idiosyncratic handling, all these little aspects show a builder with a good sense of attention to detail.

Sidecars occupy a niche of their own. Custom sidecars are a much smaller small niche. Some might think you get all the disadvantages—stuck in traffic like a car, but wet when it rains—but what biker worth his salt is afraid of getting wet anyway, plus once you've experienced that quirky 'shut-off-and-brake-for-right-handers, wind-it-on-for-left-handers' riding technique? And besides, who wants to be part of a big club when you can be part of an exclusive one?

Satty says: Thanks to: Tony Gee and Adrian Backhouse for being helpful mates, Mark Wallis for getting hold of some of the steel and fabricating some bits for the sidecar chassis, and most importantly wife Jill for putting up with my obsession. ☒

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SHED HEAD

SHEDHEAD IS OUR REGULAR LOOK AT ALL ASPECTS OF BIKE BUILDING, DONE BY OUR RESIDENT METAL-WORKING GENIUS, BLACKJACK



HOW TO FRAME THE QUESTION: PART 17



Fig.1

Perhaps you remember me saying something about a tank and some mudguards being next? Well, what actually happened next was flu, and that doesn't really put you in the mood for repeatedly swinging hammers around, so no tank and mudguards. (Yes, there may be a mudguard in some of the pictures, but Dave the Apprentice did that one and I was a little busy bugging about with other stuff to take an informative amount of pictures.)

However, Skinny is going to need an exhaust and, ironically, those are generally less exhausting to make than tanks and mudguards. Almost any hardtail project is going to need some sort of exhaust work – while I've not offered it up,

the original two-into-one system that adorned our donor would probably go into the cylinder head and clear the frame, but the rear end would almost certainly foul the lower frame rails. Where that's the case, then cutting the tailpipe off of the collector and making a new one is the easy option. Well, actually cutting the tail pipe off and stuffing a turn out exhaust trim on the end is the really easy option; along with a baffle up the pipe and a deaf MOT tester, it might even work out...

The other reason that Skinny needs some exhaust work is that,

right from the word go, I've seen a pair of high-level 'scrambler' style pipes as essential to the plot, and that meant making the whole thing from scratch. Okay, it didn't actually mean making everything from scratch until I nicked the exhaust collets for something else, but I did, and so it does.

Because the pipes are going to be wrapped, I'm making them in mild steel as opposed to stainless. In the interests of quick, easy and cheap, I tend to prefer to MIG weld mild steel pipes, but building the high-level pipes for Skinny is going to ◻

SKINNY NEEDS SOME EXHAUST WORK BECAUSE, RIGHT FROM THE WORD GO, I'VE SEEN A PAIR OF HIGH-LEVEL 'SCRAMBLER' STYLE PIPES AS ESSENTIAL TO THE PLOT

SHED HEAD



Fig.2



Fig.3



Fig.4



Fig.5

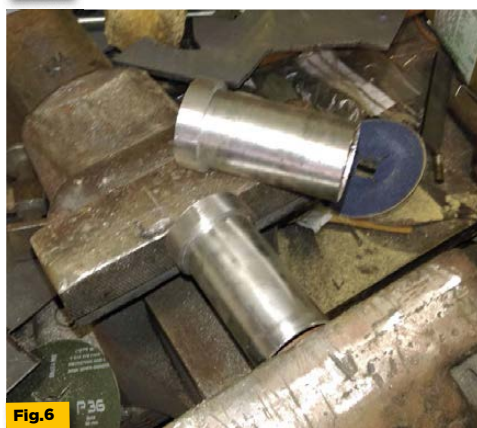


Fig.6



Fig.7

need some really tight bends and getting access to grind/sand the welds off would be a problem, so I elected to TIG them. To do that, I'm using a scratch start inverter TIG, but I've plumbed it to a rent-free bottle of argon that I bought (**Figs 1&2**).

This kind of set up isn't much use for building frames with, but it's handy for thinner material and less structural fabrications, such as tanks, mudguards, battery boxes and exhausts. The bottle of gas probably cost more than the welder, somewhere around £200 to buy the bottle with a fill of gas and around £50 to refill it in future and similar looking welders are on eBay for a little over £100 with shipping. 'Scratch start' means that the welding process isn't started by pressing a button; the electrode has to be 'scratched' on the work piece to start the arc much like MMA welding which is the posh term for arc or stick welding. It's a little tricky to get the hang

THE FIRST THING I DID WAS TO MAKE SURE THERE WEREN'T ANY OLD EXHAUST GASKETS IN THE PORT

of, and my experience is that not everyone can, so if you're a novice it makes sense to try and get a few lessons before you spend any money on kit.

The first problem with making an exhaust is how to get the pipes attached to the head. Using the original retainers, collets and either duplicating the end of the existing pipes or simply sawing them off somewhere convenient is as good a way as any. As I mentioned earlier, that wasn't an option...

The first thing I did was to make sure there weren't any old exhaust gaskets in the port, and then measured the depth from the where the exhaust pipe meets the exhaust port to the face where the studs for the retaining collar are. Then I measured the centres of the exhaust mounting studs (**Figs. 3&4**). What I needed

now was a short length of pipe, a collar for the end of it, some collets and a collar to retain it to the cylinder head for each of the two pipes I need to make. While it's relatively straight forward to make the collar and the collets from flat steel, in this case the exhaust pipes needed to be 1½" in diameter and I still had plenty of the 1¾" diameter 1/8" wall tube with which I'd used to sleeve the frame, so I made the retaining collars by cutting a 10mm long slice of the end of that, and I then cut two longer pieces that were cut in half lengthways to form the collets (**Fig.5**). Once the burrs were cleaned up, I pressed the collars onto the ends of the exhaust stubs in the vice (**Fig.6**) and cut the longer sections in half to form the collets (**Fig.7**).

The problem now was how to keep the collets located. The



Fig.8



Fig.9



Fig.10



Fig.11



Fig.12



Fig.13

factory solution is to have a recess on the back of the retaining collar for the collets to locate in and the immediate thought is how to machine the recess. The simple answer is not to, but instead to make a pair flanges to fit over the mounting studs for each exhaust port, one of which has a central hole that will fit over the exhaust, and the other a central hole that will fit over the collets. I made these from the 5mm thick plate I've been using for everything else by cutting out four 'blanks' with the jigsaw and tacking them together before drilling the holes for the exhaust mounting studs and a pilot hole for the centre hole. With that done I used a 1½" hole-saw to cut through two of the flanges before turning the

stack over and using a 1¾" hole-saw to cut through the remaining two flanges (**Fig.8**).

After final shaping the stack of flanges (they're easier to clamp up for drilling when they're diamond shaped) I TIG welded them together in pairs (**Fig.9**). With just a little bit of fettling the collets were located in the 1¾" hole in the collars and butted up against the outer while their other ends sat firmly on the collars (**Fig.10**). The collar was also TIG welded to the exhaust stub. At this point the stubs could then be attached to the cylinder head to give a starting point for the exhaust (**Fig.11**), although there's still a broken off stud with which to contend.

The normal way of making

exhausts at home is to use preformed mandrel bends which are cut and welded to suit, or occasionally a process known as 'lobster-backing' which involves cutting straight tube at an angle and rotating sections. Because high level pipes normally involve very tight bends, and the intention is to wrap them, then it seemed that lobster-backing the bends might be the way to go, until I remembered I had a donut (**Fig.12**). This is two pressings welded together to form a 360-degree bend which can be sawn to provide the required angle of bend (**Fig.13**). They're not easy to find but they do turn up on eBay (although usually vastly overpriced). Luckily, I got mine as a free sample some years ago.

Having got the pipes attached, next time I'll look at how to get them to go where you want them, too, and how to work out lobster-backs. ☒

THE NORMAL WAY OF MAKING EXHAUSTS AT HOME IS TO USE PREFORMED MANDREL BENDS CUT AND WELDED TO SUIT, OR OCCASIONALLY A PROCESS KNOWN AS 'LOBSTER-BACKING'...



WORDS: GRAV PHOTOS: OWEN HEReward EVANS

AMELIA'S RIDE

HONDA WIGAN, MARTLAND PARK, WIGAN, LANCs

Infantile Tay-Sachs disease is a neurological condition that causes a progressive degeneration of nerve cells in the brain and spinal column and affects mental and physical function in children from a very young age. There is no known cure

A young Wigan couple, Jonny and Whitney Morris, were recently given the devastating diagnosis that their eldest daughter Amelia, almost three years old, would soon succumb to this illness. Undaunted by the terrible news, Jonny and Whitney decided they would do everything they could to make Amelia's final Christmas with them as magical as possible so that they could remember their daughter's last precious months with joy. Soon word got out that they wanted to dress their home up as Santa's Grotto and the good people of Wigan responded.

This is where local club Drunken Donkeys MCC comes in. Gaz 'Sixx' Shaw and his fellow club members decided they would do something to help and so they formulated a plan to take some gifts to Amelia by holding a club ride which would deliver a bit of Christmas spirit. They didn't want it to be an ordinary run of the mill toy run, but something different to emphasise the wishes of Amelia's Mum and Dad to create special memories. After some thought it was decided that a trike with

Santa and an escort of bikers dressed as reindeer would brighten up the run and a shout was made on social media for volunteers to help out. Little did Gaz know what he was letting himself in for as it quickly became apparent that his thoughtfulness was shared a tad further than he'd intended.

After a thorough review of what they wanted to achieve, the Drunken Donkeys approached local bike shop, Wigan Honda, which kindly agreed to allow the club use its parking area for people bringing donations and gifts, whilst the Reindeers, Santa on his trike and Elfsh went to pick Amelia and her family up for their sleigh ride. Folks travelled from across the north west of England to support the club and, with the expert help of Bikemarshalls.co.uk and Blood Bikes Lancs and Lakes, Whitney, Jonny, Amelia and her little sister Emily arrived at the venue. To the family's amazement, they were welcomed by a large gathering of bikers and local residents who joined together as one community to show them how much Amelia's story has touched everyone.

I said in my debut Tailpiece article (100% Biker #200) ☛





THE DRUNKEN DONKEYS WANTED SOMETHING DIFFERENT TO EMPHASISE THE WISHES OF AMELIA'S MUM AND DAD TO CREATE SPECIAL MEMORIES



PLANNED AND INSTIGATED IN TWO WEEKS – YES, TWO WHOLE WEEKS OF PLANNING AND PREPARATION – EVERYONE DESERVES MASSIVE CREDIT AND RESPECT



that people should do things for the right reasons and I'm happy to be a small part of this event due to the amount of thought and care that went into its planning. Local youngsters Courtney, Chelsea, Casey, Zowie, Adam, Callum and Leah provided live music throughout the evening, performing admirably and earning a healthy dollop of respect for their efforts, as well as proving that Wigan really does have talent.

Local businesses stepped up and played their part: lighting company Festive Lights donated its products to dress the Morris family home as a Grotto while Milliken Industrials and The Entertainer Toy Shop donated money and gifts. Combined with the generosity of the people in attendance, Whitney's



living room is now full of gifts, literally. You couldn't move when the lads delivered them and, through tears of joy, all were gratefully received by Whitney and Jonny. Their wish of turning their home into a magical Santa's Grotto for Amelia came true.

I must give a special mention to a gentleman named Chicken Mick who travelled 120 miles from his home in Worcestershire to attend the event, his trike, liberally decorated with tinsel and lights, getting plenty of attention on the way. Alas, he couldn't take part in the ride as he had an unexpected mechanical failure, although Wigan's biking community then leapt into action and were able to repair it, enabling him to help take the family home at the end of the evening. He fared better than the young chap earlier in the day who tried putting an electrical fire on his bike out with water. I wonder if he is still twitching?

The Drunken Donkeys wish to thank everyone for their kindness and co-operation in making this event a huge success. Considering it was planned and instigated in two weeks—yes, two whole weeks of planning and preparation—everyone involved deserves massive credit and respect for their contribution to making a unique and special memory for a young family in their hour of need. ☘

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To make this your 'one-stop shop' for events and give you all the lowdown you need in one place, we try to include as much information as possible. So please include a brief list of attractions, ticket prices and contact details and continue making the 100% Biker events diary the only one you'll ever need. Please check with organisers prior to travelling. We cannot take responsibility for cancelled or rescheduled events. Send events details to **Events, 100% Biker, 1 Marcher Court, Sealand Road, Chester CH1 6BS** or email editor@100-biker.co.uk

DECEMBER

19th Dec: Scorton Car and Bike Autojumble at Scorton Events Centre, Scorton, near Catterick, North Yorkshire DL10 6EH. 8am-1pm.

20th Dec: Bugsplatz MCC's 15th Telford Christmas Motorcycle Run. Meet at the Travellers Joy, Woodhouse Lane, Heselbury, Telford, Shropshire TF4 3BJ at 10am to leave at midday. £2 donation per person to go to the Lingen Davies Cancer Relief Fun. Prizes for best dressed riders and vehicles. More details from 07723 055874.

20th Dec: Ace Café Paws 'n' Claws Run. Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD to leave at 10.30am. Ride to the Mayhew Animal Home, Trenmar Gardens, Kensal Green, London NW10 6BJ. Please bring gifts, including towels, blankets, pet food and treats. Ring 0208 961 1000 or visit www.acecafeevents.com.

26th Dec: Lincoln Autojumble at Hangar Number One, Former RAF Base, Hemswell, Lincs DN21 5TJ. Inside and outdoor pitches, onsite toilets and antiques centre. Free entry. Car parking £2. Ring 07816 291544 or visit www.lincolnautojumble.com.

26th Dec: Durham Autojumble at Mill House, Little Industrial Estate, Langley Moor, Durham, Co Durham DH7 8HJ. 9am start. £1 entry. For info, see www.dontbinitsellit.com.

26th Dec: Cold Turkey Meet at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. Ring 0208 961 1000 or visit www.acecafeevents.com.

27th Dec: Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email jeffpff@hotmail.co.uk.

28th Dec: Oundle Classic Sprint in the town centre, Oundle, Northants. For details, visit www.classicsprints.co.uk.

31st Dec: New Year's Eve Party at the Ace Café, North Circular Road, Stonebridge, London NW10 7UD. 9pm start. Ring 0208 961 1000 or visit www.acecafeevents.com.

31st Dec: Unwanted MCC's New Year's Eve Party at the Unwanted MCC Rockbar, Shobnall Sports & Social Club, Shobnall Rd, Burton on Trent, Staffordshire, DE14 2BB. Live band, disco, free all-you-can-eat buffet, fireworks, bonfire. £6. For tickets, ring 07988 521400 or visit www.unwantedmcc.co.uk.

31st Dec: Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit www.newarkautojumble.co.uk.

JANUARY

8-10th January: Mayflower MCC's Force 10 Rally. Camping, real ales. 90 limit. £11.50 prebook - map sent with tickets. Tickets (cheques payable to Mayflower MCC) with SAE from Force 10 Rally, The Cottage, Prestleigh, Shepton Mallet, Somerset BA4 4NJ. Info from secretary@mayflowermcc.co.uk. No cars, vans or campers, no dogs, no fires.

16th January: Unwanted MCC's Birthday Party at the Unwanted MCC Rockbar, Shobnall Sports & Social Club, Shobnall Rd, Burton on Trent, Staffordshire, DE14 2BB. Live band, disco, free camping. Free entry. For details, ring 07761 931226 or 07988 521400 or visit www.unwantedmcc.co.uk.

15th January: Pontypridd & District MCC's Christmas Party at the Dan-y-Graig Club, Mary Street, Treharris, Mid Glamorgan CF46 5LH. 7.30pm till late. £4 on the door. All welcome. Contact c-hooper1@sky.com.

16th January: Pyeratz MCC's 10th Anniversary Party at the Northern, Halifax Road, Bradford, West Yorkshire BD6 1JQ. Live music, free pie and peas. 7pm till late. See www.facebook.com/pyeratz.mcc.

17th January: Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email jeffpff@hotmail.co.uk.

23rd January: Scavengers MCC's Rock Night at the Roundhouse, Kenton Close, Haillwell, Bolton, Lancashire BL1 3TZ. £5 on the door. Email scavengersmcc@hotmail.com.

23-24th January: 30th Springfields Motorbike Show at Springfields Events Centre, Spalding, Lincs PE12 6EU. Special guest John McGuinness, bike displays, club stands, traders and more. £7 on the door. 10am start. For more details call 01775 712344 or visit www.springfieldsbikeshow.co.uk.

29-31st January: Bury St Edmunds MAG's Mad Cow Rally at the Sugar Beet Sports & Social Club, Hollow Road, Bury St Edmunds, Suffolk IP32 7BB. Live music, disco, got food, heated toilet block. £12 prebook or £19 on the gate. Ring 07572 113585.

30th January: Wycombe MAG's Christmas Party at the Liberal Club, Eden Place, High Wycombe, Bucks HP11 2DN. Ring 07528 216686 or see www.facebook.com/wycombemag.

30th January: Satans Slaves Lancashire MC's Rock Night at Uncle Tom's Cabin, Queens Promenade, Blackpool, Lancashire FY2 9RW. £5 prebook or £9 on the door. Visit www.lancashirechapter.info.

30th January: Rusty Sprocket MCC's Late Xmas Party at the Canadian, Pearl Street, Cardiff CF24 1PN. Live music. 8pm start. For details see www.rustysprocketmcc.co.uk.

31st January: Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit www.newarkautojumble.co.uk.

31st January: Cork MCRVC's Monster Motorcycle Show at the Clayton Hotel Silver Springs, Tivoli, Cork. For details ring 00353 87 285 5238.



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FEBRUARY

5-7th February: Dangermouse Rally Club's 30th Anniversary Frozen Nuts Rally at the Bignall End Cricket Club, Boon Hill Road, Bignall End, Stoke-on-Trent, Staffs ST7 8LA. Live music, rock disco, heated pavilion, food van, raffle, bonfire. £12 prebook or £15 on the gate. 300 limit. Prebook tickets just £10 until 30/11/15. Buy 10 tickets and get the 11th free. Tickets (cheques payable to DRMC) with an SAE from Sarge, 17 King Street, Middlewich, Cheshire CW10 9EJ. For info, ring 07966 430325 or 07990 522211 or visit www.dmrallyclub.co.uk.

5-7th February: Original Cruisers Rally With A Chalet at Pontins, Southport, Lancashire PR8 2PZ. Live music, silly games, strippers, etc. 2000 limit. Chalets start at £28 pp. For details ring 07732 696438 or 07460 230281 (after 6pm) or email original.cruisers@hotmail.co.uk.

6th February: Chopper Club Northern Ireland's Rock Nite at the Michelin Club, Ballymena, Co Antrim. Live music, raffle, hot food, prizes. 8pm - late. £5 entry. More details from www.chopperclubni.co.uk.

13th February: Van Dieman MCC's 11th Anniversary Party at the Clubhouse, Yewtree House Yard, Hill Road, Sandford, Somerset BS25 5RJ. 1pm till late. See www.vandiemmancc.com.

13-14th February: Conwy & DMCC's Dragon Rally. £25 prebook. 1400 limit. Maps with tickets from Conwy MCC, 25 Maelgwyn Drive, Deganwy, Conwy LL31 9UY or see www.conwymotorcycleclub.org.uk.

21st February: Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email jeffpff@hotmail.co.uk.

27th February: Millennium 2000BC's 16th Birthday Bash at Canberra Club, Samlesbury Aerodrome, Balderstone, Lancashire BB2 7LF. Live, music, rock DJ, raffle, camping. 8pm till late. £5 on the door. See www.facebook.com/millennium2000bc.

27th February: East Durham MCC's 41st Anniversary Bash at the Wingate Constitutional Club, Back Front Street, Wingate, Co Durham TS28 5AJ. Rock disco, raffle, etc. 7pm start. £4 prebook. Details from 0191 526 6635 or 07810 600230.

28th Feb: Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit www.newarkautojumble.co.uk for more information.

MARCH

4-7th March: Rockers Reunited's Let's Go Party at Pontins, Coast Road, Southport, Wirral PR8 3ST. See details at www.rockersreunited.webs.com. Ring 07734 514319 for more information.

20th March: Huddersfield Autojumble, Old Market Building, Brook Street, Huddersfield, West Yorkshire HD1 1RG. Stalls 7am. Customers 10am. Stalls £20. Entry £2.50. Ring 01773 819154 or email jeffpff@hotmail.co.uk for more information.

25th March: Thames Vale Vultures' Berkshire Egg Run. Meet Autotech car park, Norcot Industrial Estate, Norcot Road, Reading, Berkshire RG30 6HW at 11am to ride to Abbey Rugby Club, Emmer Green, Berkshire RG4 8XB. Bring Easter eggs. For more information ring 07800 758017 or see www.tvvultures.co.uk.

25-27th March: Three Tribes' Easter Rally at the Cannock Cricket Ground, Church Lane, Cannock, Staffs WS11 1RRE. Live bands, games, raffle, cowboys & Indians fancy dress, trophies. £13 prebook or £18 on the gate. Tickets (cheques payable to Three Tribes Easter Rally) with SAE from Three Tribes Rally, 16 Milton Road, Cannock, Staffs WS11 4PJ. Ring 07891 031365 or 07855 487421.

25-28th March: East Leeds Lions MCC's Easter Rally at Squires Café Bar, Newthorpe Lane, Newthorpe, South Milford, Leeds, West Yorks LS25 5LX. £16 prebook or £20 on the gate. Car parking £10. 500 limit. Tickets (cheques payable to East Leeds Lions MCC) from 60 Jeffcock Road, Sheffield, South Yorks S35 4HL. Ring 07490 335718 or see www.wastleedsions.co.uk.

27th March: Reading MAG's East Bike Show at Reading Abbey Rugby Club, Peppard Road, Emmer Green, Reading, Berkshire RG4 8XB. £2 on the gate. 11am start. Evening party, bands and camping £5. For details, email rep@readingmag.org.

27th March: Yorkhill Easter Run. Meet at SECC car park, Stobcross Road, Glasgow G3 8HQ at 10am to run to Yorkhill hospital. Contact 0141 201 6917 or see www.yeer.co.uk for more information.

APRIL

8-10th April: Rising Moon MCC's Kings, Queens & Fools Rally at Lowerhouse Cricket Club, Lowerhouse Lane, Burnley, Lancashire BB12 6LP. Bike show, bands, disco, trophies, beer, sill games, security patrols. £10 prebook or £12 on the gate. 150 limit. Tickets (cheques payable to Rising Moon MCC) from Rising Moon, 2 Keswick Avenue, Hyde, Cheshire SK4 4PQ. For info ring 07955 859476 or 07970 978060 or visit www.risingmoonmcc.co.uk.

16th April: Caldarium MCC's Yolk's On You Egg Run at Millennium Hall, Horton-cum-Studley, Oxford, Oxon OX33 1BF. See www.caldariummcc.co.uk or ring 01865 433429 (eves and weekends).

16-17th April: Kickback at Stoneleigh Park Exhibition Centre, Stoneleigh, Warks. More info to follow. For full details see www.thecustomshow.com.

17th April: Normous Newark Autojumble at the Showground, Drove Lane, Winthorpe, Newark, Notts NG24 2NY. Hundreds of inside and outdoor plots, classic car and bike display area. Ring 01507 523456 or visit www.newarkautojumble.co.uk.

17th April: Severn Freewheelers' Prescott Bike Festival at Prescott Hill Climb, Gotherington, near Cheltenham, Glos GL52 9RD. £20 prebook or £25 on the gate. See www.prescottbikefestival.co.uk.

22-24th April: National Youthbike's Fat Skeleton Blues and Bikes at Caborune Parva, Caister, Lincs. Email Elliott.mitch@gmail.com or ring 01507 527835.


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SUZUKI GZ125:

1999. 3000 miles. 10 months MoT. Very clean for year. New starter motor and chain and sprockets. Will have full service before sale. Very good first bike. Only reason for sale is new bigger bike and my other half doesn't like this style. £850 sale or swap. Ring 07714 422961. (East Sussex)



SUZUKI DRZ400S 400S TRACKER:

2001. 16,760 miles. 12 months MoT. Customised - lower seat height, many new and replaced parts including handlebars, lights, chain, sprockets, brakes, mudguards, rear tyre, seat, engine breather pipe, coolant expansion catch can. Just had full service. Runs well. Only fault is it's too quiet, but I'm working on it. £1850. Ring 0161 799 1829. (Greater Manchester)



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TAIL PIECE

THE REAL BLOOD RUNNERS



The North West Blood Bikes Lancashire and Lakes branch made a bit of a splash in the local news recently as it was recognised by its peers in the health care sector for outstanding service to the National Health Service in the North West of England. Whilst I am delighted to see personal friends being recognised for their efforts, it should also be a warning about what the future holds for our NHS as more and more public services we often take for granted are moved into the private sector.

I have family and friends who are dedicated to the NHS and to caring for us when we need it. My sister is a highly qualified nurse and I can count as friends several highly ranked doctors and nurses, all of whom have my deepest respect. I wouldn't be here if it were not for the care of some truly outstanding and extremely modest people who cared for me and quite literally helped me back on my feet after a serious spine injury. When I see a voluntary service being praised highly by the people they serve it fills me with immense pride that my fellow bikers have given their

time freely to ensure people in need have the essentials of life when they need them most. The Blood Bikes around the UK don't just transport blood and blood products such as platelets and plasma; they also transport breast milk to special baby care units so that newborn and often premature babies can benefit from the natural protection that only a mother's milk can give. They have also undertaken relay rides to get vital organs across the country quicker than they could be flown. If they can fit it on the bike, they will deliver it, and if the snow is keeping the bikes off the roads, they have four wheel drive vehicles at their disposal so that this vital lifesaving service does not get shut down by Mother Nature.

Right across the United Kingdom there are dedicated groups of people who do this voluntarily for neither payment nor thanks but simply because it has to be done. Organisations such as the National Association of Blood Bikes, SERV Blood Bikes and others get a tremendous amount of satisfaction from knowing their efforts have contributed to saving many, many lives.

However, this service, despite being a hell of a lot

cheaper than the private sector could ever hope to achieve, does come at a price.

All of the Blood Bike branches need a continual supply of donations from the public at large to carry on the good work and to continue making this life saving contribution to society. I have had the honour of helping friends in my local bike club raise money for the Blood Bikes Lancs and Lakes branch and so I know how much that money is appreciated. A couple of my club members have even taken the plunge and become members of this valiant band of modern day knights of the road, vital cogs in the wheels of the machine that is our National Health Service.

You can help to keep them running by finding your local branch and seeing for yourself what they do, often without us even knowing as we sleep soundly in our beds at night. Visit the National Association of Blood Bikes and SERV Blood Bikes websites for details of how you can donate or maybe even get involved. At a time when our NHS is under more pressure than ever from a government seemingly hell bent on tearing it apart and the vultures hovering overhead waiting to pick out the juiciest morsels from the mess they leave behind them, the Blood Bikes will quietly and with great dignity and dedication continue to show them all what we are capable of doing for our fellow human beings when it matters most.

www.thenabb.org.uk
www.serv.org.uk

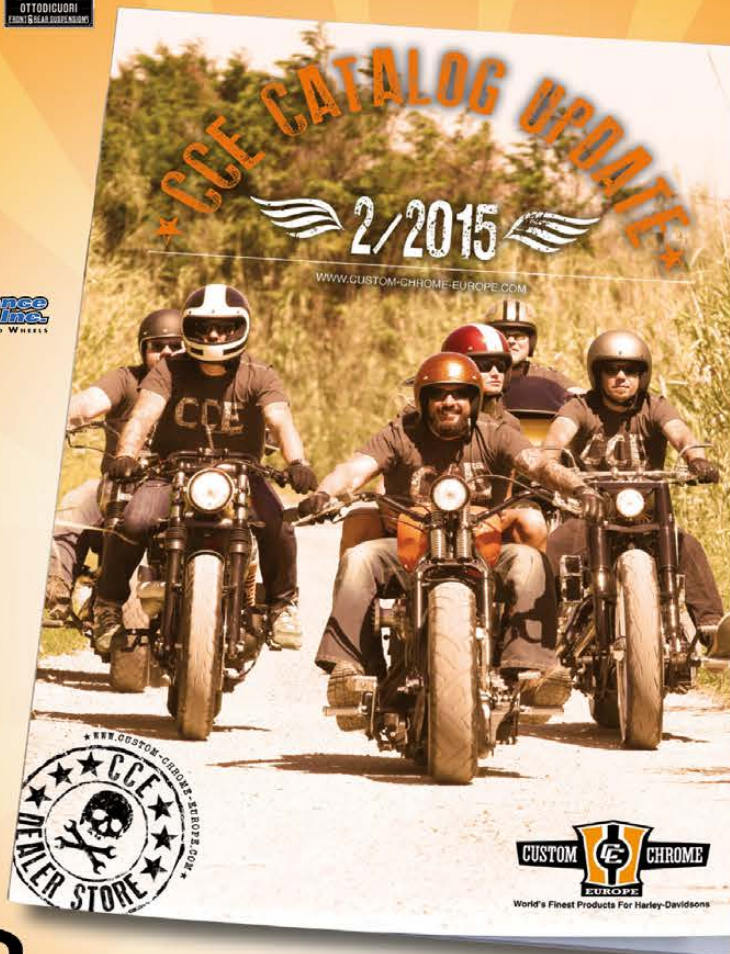
Grav is well-known to many as one of the stalwarts of the rally scene, keen advocate of the NABD and one of the driving members of the now defunct Bikersweb forum. He's also an all-round good bloke, and, in his role as indefatigable admin, he now helps to keep both the 100% Biker Facebook page and forum in order. He likes custard.

This service, despite being a hell of a lot cheaper than the private sector could ever hope to achieve, does come at a price...



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